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MURDERED ON HONEYMOON.

YOUNG CHINESE BRIDE IS FOUND STRANGLED.

TALENTED MACAO LADY'S TRAGIC DEATH IN ENGLAND.

HUSBAND UNDER ARREST.

[SPECIAL TO THE "TELEGRAPH"]

Details of the sensational murder in England of a well-known young Chinese lady, the wife of Dr. Miao, a law student educated in America, whilst the couple were on their honeymoon, are to hand in exclusive messages from London to the "Telegraph." The husband has been arrested on the capital charge.

The couple were married in New York last month, the deceased being formerly Miss Siu Wei-sheung, daughter of the late Mr. Siu Ying-chaw, a wealthy merchant of Macao, who also had business connections with Hongkong and was amongst the Chinese exhibitors at the Wembley Exhibition.

Mrs. Miao's body was found on Tuesday, in Cumberland, lying between boulders, with three cords tightly fastened round her neck. Evidence at the inquest showed that the couple had earlier in the day left the boarding-house at which they had been staying, arm in arm, and the husband later returned alone.

There was a fresh development in the affair yesterday when the deceased's stomach was sent to London for analysis, this suggesting that another form of death, such as poisoning or drugging, is suspected.

Meanwhile, the inquest has been adjourned, and the husband is still held on the murder charge.

POISONING THEORY ALSO ADVANCED.

A terrible tragedy, in which the victim was a wealthy young married Chinese lady, was revealed in Cumberland on Tuesday, when the body of Mrs. Wan Sheung-siu Miao, 29 years of age, was found under circumstances which point to murder.

The body was discovered lying between some boulders at Grange Borrowdale, near Keswick, with a cord tightly knotted round the deceased's neck.

Husband Arrested.
The husband, Dr. Miao, who is aged 28, has been arrested and charged with the murder of his young wife.

Accused told the Court in broken English that he wanted his wife as well as his own relatives and friends to be present for the purpose of satisfying both sides.

Evidence at Inquest.

At the inquest, which was held on Wednesday, Miss Beatrice Crossley, the proprietress of the boarding house where the accused and his wife had been staying, gave evidence.

She said that the couple left the house on Tuesday afternoon arm in arm, and the husband later returned alone.

Inspector Graham, giving evidence, said three cords were found fastened tightly round the woman's neck. He added that passports showed that the couple came from New York. Both seemed to be in good circumstances, particularly the deceased.

The inquest was, at this stage, adjourned.

The Funeral.

The funeral of Mrs. Miao took place to-day in the picturesque

"ITALIA" PARTY AGAIN REACHED.

FURTHER STORES DROPPED INTO NOBLE'S CAMP.

Rome, June 22.
A message from the "Citta di Milano" states that Captain Maddalena has again succeeded in dropping stores for General Nobile's party.—*Reuter*.

Supplies Damaged When Dropped.
Earlier it had been announced in

an official communique that General Nobile was wirelessed that some of the parcels dropped by Captain Maddalena were damaged, as the parachutes failed to open. He asks for more accumulators and other necessities and suggests that an aeroplane fitted with skis should attempt to land on the ice to pick up the party individually. He promises that when the accumulators are recharged to send instructions regarding the search for the party with the wrecked "Italia".—*Reuter*.

LATEST TAXATION FIGURES.

BRITAIN CARRYING HEAVIEST BURDEN.

OFFICIAL STATISTICS.

London, June 22.

In to-day's Parliamentary papers, Mr. Churchill, Chancellor of the Exchequer, gives the latest figures available showing the taxation per head of population in various countries.

In the financial year ending 1926, the taxation per head was: Great Britain, £15 2s. 8d., as compared with £8 6s. 10d. in France, £5 6s. 5d. in Germany, £3 8s. 9d. in Italy, and £6 1s. 11d. in the United States.

In the British Dominions, the figures were £6 19s. 4d. in Canada, £9 1s. 6d. in Australia, £11 17s. 2d. in South Africa, and £14 0s. 9d. in New Zealand.

In the year before the war, the figure for Britain was £3 11s. 4d., for France, £3 7s. 0d., for Germany, £1 10s. 8d., for Italy, £2 2s. 8d., and for the United States, £1 7s. 11d.

Taxation in the Dominions was then generally half to one third of the present figure.

By far the largest increase is that of Great Britain, which is £11 11s. 4d. greater per head than the pre-war figure.

The largest proportion of this increase is attributable to the War Debt funding arrangement, and pension and other war liabilities.—*British Wireless*.

WOMEN IN INDIAN MINE EMPLOYMENT.

ESSENTIAL PROHIBITIVE MEASURE.

Simla, June 22.

The Indian Government has published the draft of regulations to be considered in October prohibiting the employment of women underground in mines, and to provide that in the coal-mines of Bengal, Bihar, Orissa, and the Central Provinces, and in the salt-mines of the Punjab, the number of women employed from April, 1929 shall not exceed the number employed in 1926, and that from that time onwards, a reduction of ten per cent. be made annually so that all women are excluded by April, 1939.

Women are prohibited from working in all other mines as from April next.

COTTON EMPLOYERS' ACTION.

WILL LOCK OUT FURTHER 3,000 WORKERS.

London, June 22.

The cotton dispute in the Nelson district where 13,000 workers are on strike owing to the dismissal of a weaver has spread as the result of the refusal of the operative to accept the employers' peace proposal.

The local members of the Coloured Goods Manufacturers' Association have notified their intention of imposing a lock-out on June 26th, thus throwing idle a further 3,000 workers.—*Reuter*.

U.S. NOTE ON ANTI-WAR TREATY.

SENT TO 14 PROPOSED PARTICIPANTS.

Washington, June 22.

The State Department has announced that Mr. Kellogg has sent a Note to fourteen Powers stating the terms of the proposed multilateral Treaty for the outlawing of war.

The text of the Note will be published when all the proposed participants have notified the reception thereof.—*Reuter's American Service*.

YALE WINS BOAT RACE.

NEW YORK, JUNE 22.

Yale beat Harvard in the annual Varsity Boat Race.—*Reuter's American Service*.

HENDREN IN FINE FETTER.

MAKES 209 AGAINST WARWICK.

DOUBLE CENTURY BY ARMY PLAYER.

NORTHANTS 46 ALL OUT.

In the remarkable orgy of century-making, a feature of county cricket so far this season, Hendren, the famous England and Middlesex batsman, has been outstanding, but he eclipsed all his previous performances against Warwickshire at Birmingham by scoring 209 (not out). It was his eighth century of the season, and his second double century.

A double century was also scored by Captain E. Williams, for the Army against the Navy, the former winning easily.

At the other end of the scale was the collapse of Northamptonshire in their first innings against Sussex. They were dismissed for the trivial total of 46, Tate and Wensley bowling unchanged and sharing the wickets for exactly the same number of runs each.

Yorkshire again won by an innings, but Kent's victory over Essex further consolidates them in the leadership.

RESULTS AT A GLANCE.

Kent defeated Essex by 187 runs.

Middlesex won on the first innings, v. Warwick.

Derbyshire defeated Glamorgan by ten wickets.

Nottingham beat Gloucester by eight wickets.

Lancashire won on first innings v. Leicestershire.

The Army beat the Royal Navy by ten wickets.

Sussex defeated Northants by eight wickets.

Yorkshire won by an innings and 20 runs v. Worcester.

Surrey v. Cambridge University. Drawn.

EIGHT CENTURIES.

The principal individual performances were as follows:

Batting.

Capt. E. Williams (Army) 228.

Hendren (Middlesex) 209.

Sandham (Sussex) 122.

Oldroyd (Yorkshire) 119.

Woolley (Kent) 102.

Parsons (Warwick) 101.

E. T. Killick (Cambridge) 100.

F. J. Seabrook (Cambridge) 100.

* Not Out.

Bowling.

Froeman (Kent) 7 for 61.

Lt. Arnold (Army) 6 for 41.

Leo (Derby) 6 for 44.

Macaulay (York) 6 for 53.

and 5 for 45.

Wensley (Sussex) 6 for 75.

and 5 for 22.

Tate (Sussex) 5 for 22.

SPEAKER'S SALARY INADEQUATE.

COMMONS TO CONSIDER THE QUESTION.

MINISTERS' PAY ALSO.

London, June 22.

Mr. William Graham, Labour M.P., a former Minister, who is Chairman of the Public Accounts Committee, a Parliamentary body which keeps a close watch upon departmental expenditure, has put down a motion, on behalf of the Labour Party, asking for an inquiry into the emoluments and expenses attaching to the office of Speaker.

Mr. Graham's view, which is shared by most members of the House, is that the salary of the Speaker, which has remained fixed since 1885 at £5,000 yearly, is now inadequate, in view of the expenses incurred with the post.

The cost of official hospitality which the Speaker must offer is alone about £1,500. It is regarded as possible that the scope of a Committee, representative of the whole House, which would consider the matter may be extended to include the question of salaries paid to Ministers. It is notorious that many of these are inadequate, the experience of successive Premiers being that they far exceed the actual £5,000 received. The taxes alone on that amount are over £1,000.

Ministerial salaries generally vary from £2,000 to £5,000, with the exception of legal posts, which are more remunerative.—*British Wireless*.

NEW POSSIBILITIES IN RADIO.

LATEST MARCONI APPARATUS A SUCCESS.

London, June 22.

Successful experiments have been made by the Government Marconi beam station at Bridgewater, which is the receiving station for the beam telegraph service between Britain and Canada, with the new Marconi Mathieu Multiplex apparatus.

This apparatus enables simultaneous telephone and telegraph services to be conducted; and telephonic communication was maintained with Montreal at the same time as two Morse telegraph services, all with the same apparatus and aerials.

It is considered that the experiments prove an inter-imperial beam telegraph service to be a possibility in the near future.—*British Wireless*.

GAME-CATCHING IN SOUTH AFRICA.

PROHIBITED BECAUSE OF TRAPPING CRUELITIES.

Capetown, June 22.

Reuter's correspondent at Salisbury, Rhodesia, states that the South Rhodesian Government has decided to prohibit all game-catching, except for the London Zoo, in consequence of the great amount of cruelty which has occurred in the past.—*Reuter*.

CEYLON UNIVERSITY.

CHAIRMAN OF ENQUIRY COMMISSION.

London, June 22.

The Colonial Secretary has selected Sir Walter Riddell, Principal of Hertford College, Oxford, to be the Chairman of the Commission to be appointed in Ceylon to work out a scheme for the establishment of a University.

Sir Walter Riddell sails for Ceylon early in July.—*British Wireless*.

PEKING AFFAIRS.

YEN HSI-SHAN'S SICK LEAVE.

Peking, June 22.

It is confirmed that Yen Hsi-shan has applied to Nanking for further sick leave, although so far there has been no reply to his first request.—*Reuter*.

Bulls and Inners

From the Office Butts.

Someone wants someone to look after two cats whilst he is Home on leave. Why shouldn't a man high forehead indicate a superior take his wife and daughter with intelligence.

The Republican Convention was a very dry affair.

Probably the aeroplane which flew from California to Australia was called the Southern Cross because of its constancy in the skies.

One thing thing a second-hand car, it always goes well—as a joke.

The newest bathing-cap resembles a turban. Very sholkh.

The tennis stars are getting ready for Wimbledon.

"Reader"—Our advice is to humour him but at the same time you should give up eating biscuits in bed.

Famous Meetings in History: Stanley and Livingstone, Bruce nearest offer, according to an and the Spider, Lea and Perrins, Whisky and Soda.

"As soon as the baby cries, I leave the house," said a husband in a Court case recently. Out first bawl.

If we get many more Scottish battalions here, there ought to be some good interpreter jobs going.

A humorous contributor writes to say that "the future of coal is black." So's your coalman.

MacWhirter, he says that barley water will rust even the strongest of iron constitutions.

"Domestic"—The Half-Nelson method of plucking a chicken is no longer in vogue. Most expounds now favour the Zylisco treatment, i.e. pinning the creature to the floor by means of the left knee pressed firmly against the breast bone and bringing the right shoulder sharply against her solar plexus.

Prince Carol isn't such a good rider either. It is his fate to be throne off.

It is anticipated that the show in September will be Tatoo thrilling for words.

These pillow riders continue to cling to their youth.

"Critique"—Your vacuum requires cleaning.

We suppose lots more people will be giving themselves airs now that the promenade concerts are to be revived.

A Shanghai man, whilst on holiday in New Zealand, caught a fish weighing 315 lbs. He's now suffering from elongated arms.

Local radiolists will be exposed to the following musical items broadcast by Government to-night:—"The Man who Threw the Guinness at De Valera" (words by W. B. Keats); "That Night at Chung Chau" (Neath the Harvest Moon); and a Folk-Song entitled "I want to play Tig at Taikoo."

Hey, move over. Have you insured your pram yet?

"Poet's Corner"—None of that, please. We cannot stand poetry except bits of Kipling.

MacWhirter has invented a machine for scraping lawn bowls. It can be carried in the pocket.

What happens to worn-out neckties? MacWhirter, he says, married men wear them.

Now that The Peak Flats are available, what are we to do about the sharps?

As evidence that Chiang Kai-shek is losing his nerve, Reuter informs us that he spent the morning at the dentist's on Friday.

We discovered last Monday that it is a fallacy to assume that a baseball game is evidently making its influence felt.

Why not insure some of our scurrilous writers against third-party risks?

"Haggis Obtained by Fraud," says a newspaper heading. Apparently there's no depth, to which some criminals will not descend.

It is understood that for the first Children's Hour under the Government broadcasting scheme, there will be a talk on "How Not to Catch Butterflies."

A saxophone is on sale at the Stanley and Livingstone, Bruce nearest offer, according to an advertisement in the Post. This is noose.

The position of Chief Weed-Killer to the Tatoo Municipal is shortly to become vacant. Otherwise, crime in the district is normal.

One thing, when we get that big modern hospital, we shall be able to enjoy being ill.

According to the Post, two males were married at Shanghai last week. Where did the fee come in?

Apparently the soldier who tried to enter No. 333 Nathan Road was under the impression that throats of a kind was better than a full house.

The hawkers' Grand Tatoo in Wyndham Street is now quoted at \$2 per square inch.

"Ankles Preferred" should attract calf lovers.

If the Mystery Man could only glance over our chits, he would have no difficulty in foretelling our future.

Edinburgh folk in the Colony will be pleased to learn, according to the Post, that successful attempts have been made to drive a ball from Brunfels Links to the top of Arthur's Seat, a distance of three miles. We have yet to learn the nature of the ball, whether base, ping-pong, cannon or St. Andrew's.

An Italian scientist wrongly predicted an earthquake last month. Mussolini must have called it off.

Some Hongkong people walk to reduce; other are reduced to walking.

Painting is still a popular pastime, judging by some flappers we saw a couple of days ago.

A psychologist says that, on the law of average, out of ten wives, three are ideal. The trouble is we can't have more than one piece.

Public motor-cars want more parking space. So do some of our heavyweights on the tram.

Beauty Note—The best way to lift the face is to win a sweep.

To take out dents in the mud-guard, park in Padder Street and gently massage the car on either side.

What about Hongkong Dog as an emblem for the Grand Tatoo?

"Clarence"—You must be careful. Even an Austin Seven can hurt the feelings of a policeman.

"Cargo" dropped on Italia's crew," says a contemporary. Hit in a virtual place.

These new bathing sheds are really Hut-de-looks so far as the average wage-earner is concerned.

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LAWN TENNIS.

CHINESE GAIN TWO MORE
VICTORIES.

The Chinese Recreation Club gained two more victories in the tennis league yesterday afternoon when in the Third Division their two teams met and defeated the Nippon Club at Causeway Bay and the Hongkong C. C. on the latter's ground.

Hongkong C. C. v. Chinese "A."

On the Hongkong C. C. ground the home team lost to the Chinese "A" by 61 games to 38. The full scores were:

A. Piercey and N. L. Ralston (Hongkong C. C.) lost to Cheng Chi-wing and Chow Wah-po 4-7; lost to Lau Man-kwong and Chiu Tsun-chiu 4-7; beat Ma Wai-but and Ip Kau 6-5.

H. V. Parker and L. A. R. Duncan lost to Cheng and Chow 5-8; lost to Lau and Chiu 4-7; lost to Ma and Ip 2-9.

R. H. Remington and G. S. Hughes lost to Cheng and Chow 4-7; beat Lau and Chiu 6-5; lost to Ma and Ip 3-8.

Totals: Hongkong C. C. 38. Chinese "A" 61.

Chinese "B" v. Nippon.

The Chinese "B" gained a victory over the Nippon Club by a similar margin of games. The full scores were:

Ng Kam-chuen and Tsai Ping-fan (Chinese "B") beat Tahara and Kawano 8-3; beat Hata and Yamaguchi 8-3; beat Inaoka and Takemasa 7-4.

Hon Lan-fung and Lau Ting-wai lost to Tahara and Kawano 5-8; beat Hata and Yamaguchi 8-3; beat Inaoka and Takemasa 7-4.

Chan Hip-wo and Tsai Wai-fai lost to Tahara and Kawano 5-8; beat Hata and Yamaguchi 8-3; beat Inaoka and Takemasa 7-4.

Totals: Chinese "B" 61. Nippon Club 38.

CENTRAL BANKNOTES.

GAINING IN VALUE FROM
DAY TO DAY.

The value of Central Banknotes has been steadily rising for the last few weeks, the jump from 70% to 80% being quite rapid, while to-day from 90% to 92% can be obtained when converting at money-changers, the rate varying between these two figures in different quarters of the city, says Friday's Canton Gazette. This rise in the value of these notes reflects the increasing confidence of the public.

There is a popular belief that the rise of these notes is due to the freely circulated rumour that the Central Bank will re-open on July 1, for the purpose of exchange silver-coin for its notes, but it is more probable that this rise is a direct result of the Government's policy of withdrawing the notes from circulation.

It is confidently expected that very shortly the value of these banknotes will reach parity. With the continuance of the policy of withdrawing the notes from circulation, coupled with the present practice of the Government of collecting 20% of all taxes in notes, a condition may be reached when there may actually be a shortage of notes.

Optimists are not wanting who declare that by the end of the month these banknotes will be circulating at full face value.

U.S. GOLF TOURNEY.

TWO CARDS OF SEVENTY.

New York, June 21. In the first round of the American Open, Archie Compston returned a card of 76. The holder Tommy Armour also returned a 76.—*Reuter's American Service.*

Leaders in First Round.

Matteson, June 22. Walter Hagen returned a card of 75. The leaders in the first round were the young Italian, Henry Cluel of West Chester Hills, and Frank Ball of Atlanta (70) and Leonard Schmutte of Fort Wayne (71).—*Reuter's American Service.*

MOTOR CARS COLLIDE.

CHINESE BOY SENT TO
HOSPITAL.

As a private car, No. 223, was proceeding along Queen's Road, opposite the Cricket Club ground, in an easterly direction yesterday afternoon, it collided with a second car, No. 321, which had emerged from Murray Road and was cutting across Queen's Road to go up Garden Road. The drivers of both cars endeavoured to avoid the accident by putting on their brakes, but were not wholly successful, the second car being struck on the rear side and its footboard damaged.

A Chinese schoolboy in car No. 223 was injured. He was thrown forward in his seat beside the driver. His head struck the wind shield and a nasty cut was inflicted over his left eye. The driver and a passenger in the other car, both of whom were Europeans, were not injured. Later, the two machines were able to proceed from the spot to the Central Police Station, where a report was made to the Traffic Office of the accident. The injured schoolboy went to the Government Civil Hospital, where his injuries were attended.

SMALL OUTBREAK.

FIRE IN MARCONI COMPANY'S
PREMISES.

Shortly after seven o'clock last night a fire broke out at No. 15 Connaught Road, Central, first floor, occupied by the Marconi International Marine Communication Co.

Large crowds were attracted by the sight of volumes of smoke emanating from the rear portion of the premises and three engines from the Fire Station were soon on the scene.

The flames were got under by the fire brigade about ten minutes after their arrival.

Enquiries show that there were no caretakers on the premises at the time of the outbreak and that the doors of the Marconi International Marine Communication Co. were locked, preventing neighbours from fighting the fire when it first broke out.

The firemen who arrived later had to break down the doors to get at the blaze.

MANCHURIA OUTLOOK.

JAPAN NO INTENTION OF
INTERFERING.

Tokyo, June 22. Though Chang Tso-lin's death has now been made public, Japanese official circles appear optimistic that no serious troubles are likely, though there may be sporadic disturbances. No opinion is expressed as to Chang Hsueh-liang's ability to control the situation, though it is emphasised that Japan had no intention of interfering in the peaceful administration of Manchuria.

It is reported that the garrison of Manchuria, which is well below the treaty quota, may be reinforced, but no decision has thus far been reached.—*Reuter.*

CEYLON RUBBER.

COUNCIL OPPOSED TO
RESTRICTION.

Colombo, June 22. The Legislative Council by a vote of 22 to 16 has passed a motion deciding that the rubber restriction scheme is uneconomic for Ceylon, therefore the Council is unwilling that Ceylon should remain longer therein. The Government opposed the motion "on the grounds of Imperial policy."

The minority included five unofficial members, three of whom were Europeans.—*Reuter.*

BELGRADE MURDERS.

THREE KILLED, 31 INJURED.

Belgrade, June 22.

The excitement at Zagreb, the capital of Croatia, was due to the fact that the victims of the shooting in the Skupstina were of the leaders of the Croatian Peasants.

The bodies of the victims were entrained for Zagreb and a very ceremonious procession, which included the Cabinet, deputies and the whole of the Peasant Democratic Parliamentary coalition proceeded to Zagreb, after passing a resolution refusing to participate in the proceedings of the Parliament, or to have anything to do with the present Government until complete reparation had been made for the murder of their colleagues, and until guarantees were given of complete equality of rights.

Three were killed and 31 injured, the latter including seven policemen, in the rioting at Zagreb, which was due to popular indignation at the disrespect shown in some quarters in the presence of mourning for the dead deputies. A café, where music was being played, and cinemas were stormed. The gendarmes were requisitioned and used firearms.

Curfew Instituted.

Later. The curfew at seven in the evening has been instituted in Zagreb, where a hundred persons have been arrested, mostly communists.—*Reuter.*

LOCAL FOOTBALL.

SOUTH CHINA v. H.M.S.
CURLEY.

The South China Senior XI and the Junior XI will play the football teams of H.M.S. Curlew at Caroline Hill to-day at 4 p.m. and 5.30 p.m. respectively.

The following will represent South China Senior—Pau Ka Ping; Li Tin Sang; Lau Kau, Leong Wing Chiu, Leong Wing Tak, Pang Wa Hing, Ip Pak Wa, Lau Mau, Fung King Cheong, Pau Ka Cheun, Lai Tin Choi. Reserve, Tam Kong Pak.

RAILWAY DISASTER.

FOUR KILLED IN DERAILMENT
IN RUSSIA.

Moscow, June 21.

Four passengers were killed and fourteen seriously injured when an express from Sebastopol, while travelling at high speed between Moscow and Tula was derailed. No details are available to indicate the cause of the disaster.—*Reuter.*

TIN MINES CLOSING.

UNABLE TO MAKE PROFIT.

Singapore, June 22.

It is understood that a number of Chinese tin mines are closing owing to the impossibility of making a profit at present prices. The closing does not apply to the dredging propositions.—*Reuter.*

SEAPLANE CRASH.

JAPANESE MACHINES
COLLIDE.

Tokyo, June 22.

Colliding in mid-air at a height of 1,500 feet, two naval seaplanes crashed in flames near Yokosuka. Both the officer pilots were killed.—*Reuter.*

TRIAD SOCIETY.

CHARGE AGAINST ELEVEN
MEN WITHDRAWN.

When the case in which eleven men charged with being in unlawful possession of four daggers was mentioned before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon, Sub-inspector Andrew asked leave to withdraw the charge against all defendants and to substitute one of being a member of a Triad Society, against the last defendant only.

Mr. J. M. Remedios appeared for the defendant. According to the evidence of Sub-inspector Andrew, a raid was carried out on the third floor of No. 1, Temple Street at 8 a.m. on June 8. In the front cubicle a Chinese detective found in a drawer for which the defendant produced the key, a piece of paper containing words which were to be found in the Triad Society book.

Witness, when handed the paper, asked the defendant if he owned it, but the latter denied all knowledge of the document.

A Chinese detective said that the defendant told him the document was a letter.

At this stage the case was adjourned till next Friday, for a full translation of the document to be made.

THE SALT GABELLE.

NATIONALIST ACTION A
BREACH OF CONTRACT.

Peking, June 22.

It is understood that there is a possibility of Mr. T. V. Soong going to Peking to discuss the salt revenue with the Salt Inspectorate and the Diplomatic Corps, who are evidently very anxious as to developments in that connexion.

The Nanking Government has instructed the Chinese salt officials not to remit anything to Peking from Changlu and Shantung, which were the sole remaining sources of income. Hence the Salt Gabelle is at present without funds, but negotiations are proceeding and there is still hope that the Gabelle will not cease to function.

The Diplomatic Corps declare that this will be a greater breach of contract even than the collapse of the Customs would be.—*Reuter.*

MOTOR ACCIDENT.

SUB-INSPECTOR OF POLICE
KNOCKED DOWN.

According to a police report, motor car No. 134, driven by Mr. L. E. Haynes, was involved in a traffic accident in Kowloon yesterday afternoon.

The report stated that the car ran into a ricksha near the Star Ferry Wharf, doing damage to the vehicle to the extent of \$4, one wheel being smashed.

The car continued on its way and partly went under the verandah of the Star Ferry exit, where it knocked down Sub-inspector James of the Hungnam Police Station who was just leaving the wharf. The police officer was slightly injured in the back and right leg.

GUARDS TRICKED.

MAN WHO WANTED TO SEE
THE EMPEROR.

Tokyo, June 22.

Another attempt to make a direct appeal to the Emperor was frustrated when a man who, by a ruse, forced his way past the guards at the entrance to the Palace, was arrested. The motive apparently was to solicit the Emperor's help to prevent certain reclamation work at Tokyo Bay which would deprive a number of fishermen of their living.—*Reuter.*

"THE SPARKLERS."

ENJOYABLE CONCERT AT
ST. PATRICK'S CLUB.

An enjoyable concert was held at St. Patrick's Club, Garden Road, last night, when a concert party, called "The Sparklers" made their debut with strikingly happy results. As purveyors of fun and jollity, this talented Troupe did their share, and made the Concert a thoroughly successful function. From their first appearance in the opening chorus, the members of the Troupe, individually and collectively, immediately put themselves right with the audience, who settled down to an evening of unalloyed enjoyment.

The various items, including songs, instrumental selections, and sketches were given in breezy style, the whole concluding with an operatic finale, entitled "Good-Night" in which all the Company took part.

Among those who contributed to the programme were Mr. and Mrs. Bowles, and Messrs. W. R. Wilkinson, Sealtorne, Tomkins, Docherty, Goster, Potts, and Hay. Mr. J. T. Thirlwell was responsible for the excellent lighting effects, Mr. W. R. Wilkinson for the execution and painting of the settings for the song "Sampan," while Messrs. Colombes and Martin also gave their services in the organization of the function.

The same programme is being repeated at a second concert to-night, commencing at 9 o'clock sharp.

DR. BARNES ON "REBEL
CHURCHES."REFUSAL TO ASSENT TO A
GRANT.

Birmingham, May 28.

Dr. Barnes, the Bishop of Birmingham, yesterday further explained his motives in refusing to assent to a building grant to St. Gregory's Church, Small Heath.

The Bishop stated that he refused to countersign any appeals issued by the so-called "rebel churches" of his diocese lest it might be thought that he gave any approval whatsoever to the illegal and superstitious practices which still continued at such churches in spite of his repeated requests, that they should cease.

The Rev. Cyril Brown, the vicar, in the course of conversation, said that the action of the Bishop made the position at St. Gregory's extremely difficult, and he looked to fellow-Anglo-Catholics throughout the country to help to relieve it of the burden. He considered that he had been unfairly dealt with, and felt strongly on the subject.

"After all," he added, "Dr. Barnes is my Bishop, and I prefer not to make any comment on the matter."

At Pontypool County Court a tenant was given 21 years to pay off £28 arrears of rent, the order being for 6d. a week.

What Price Existence
This Morning?

Your answer to this will largely depend upon the state of your liver. If life does not seem worth while try Pinkettes. They most likely are all that is needed to restore radiance to your outlook, for they gently stimulate the liver, accelerate digestion, restore daily regularity, thus clearing the system of the causes of sick headaches, biliousness, ill-temper and gloom. Your chemist sells them, or post free at 60 cents per vial, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES
LAXATIVE PERFECTION
KEEP YOU WELL



LOOK SMART AND GET

A GAGE HAT

AT

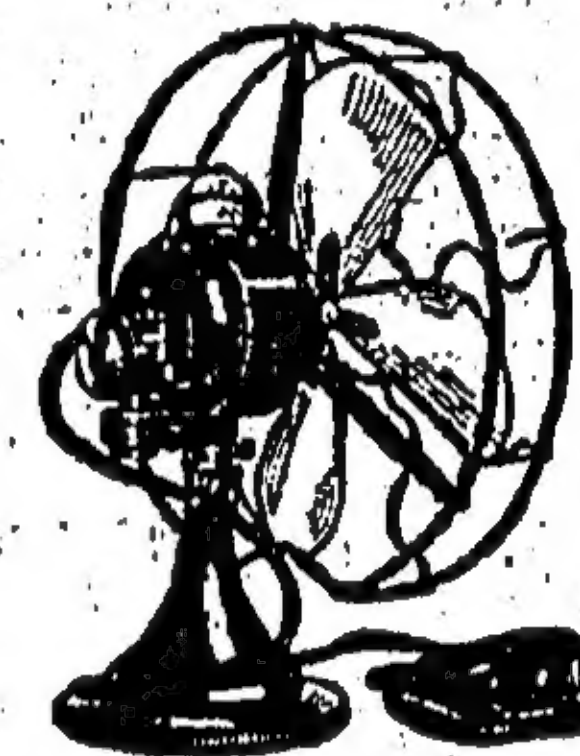
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5, Duddell Street.

AMATEUR
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AND
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EXPERT WORK. PROMPT SERVICE.

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Kowloon Hotel Basement No. 3.
KOWLOON

KEEP COOL

Centra

FANS

These scientifically shaped blades—exceptionally wide and deeply pitched—provide the maximum air movement, consistent with quiet operation.

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SHEWAN, TOMES & Co.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,

ESTABLISHED A.D. 1890.

HING LUNG SI.

Phone Central 615.

ARE YOU SICK? Why Continue To Suffer? Get The Poo On Chinese Herbs and Get Well. Constipation, Rheumatism, Dropsy, Typhoid Fever, Nervousness, and Diabetes. Yee Fook Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road, Central. Tel. C. 6009.

SALESMAN SAM

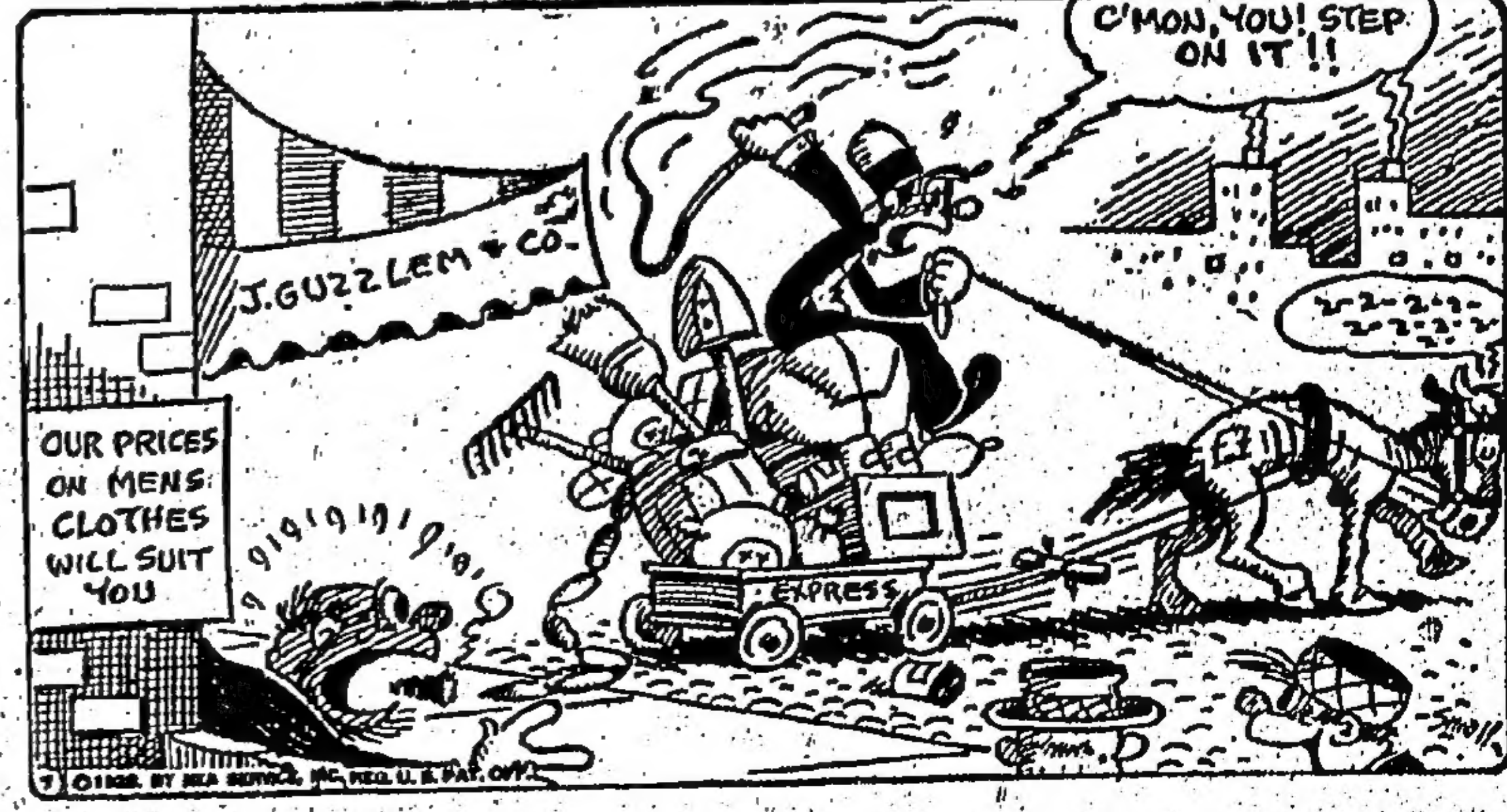
Via Express

By Small



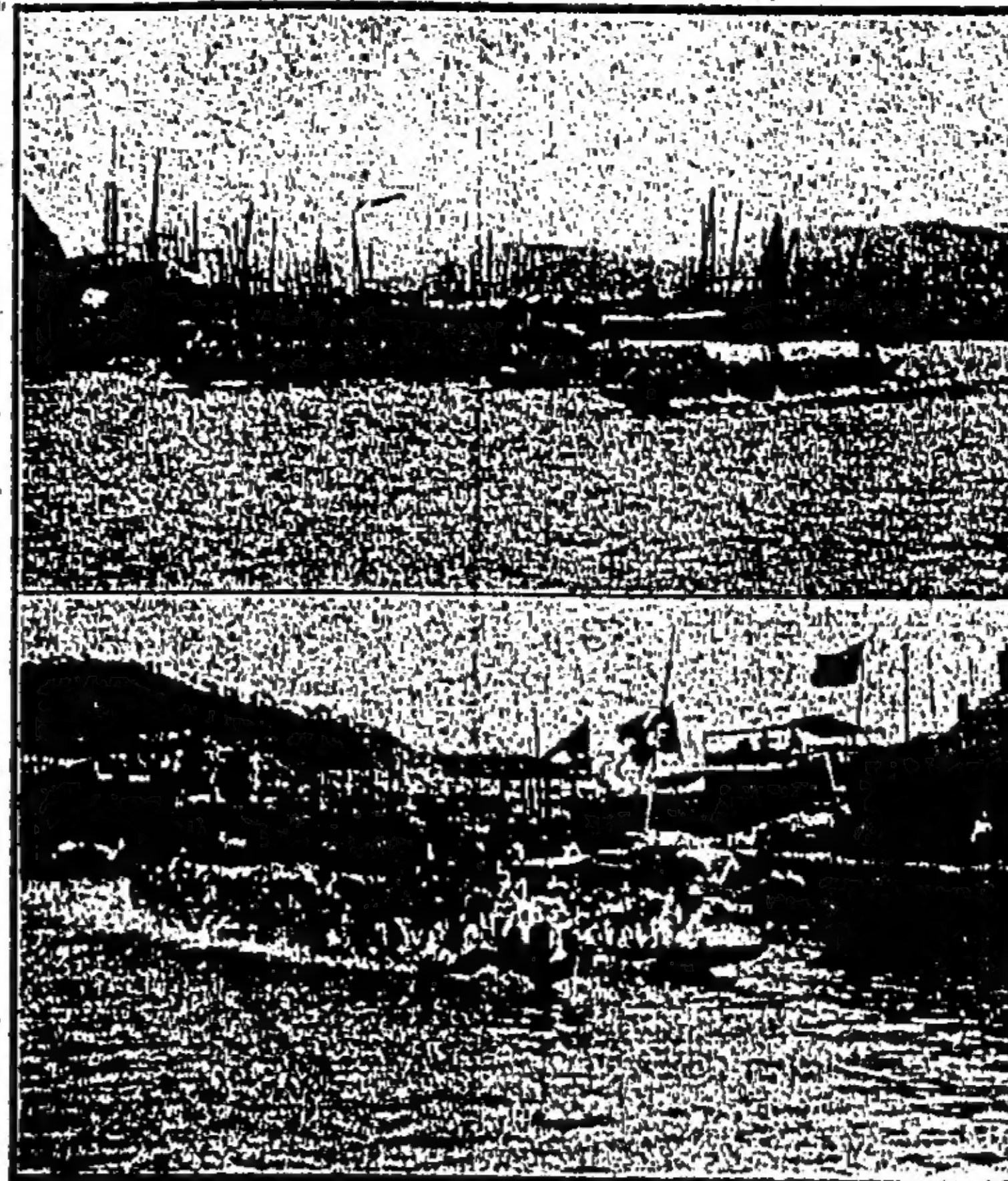
Teething troubles

Because SCOTT'S Emulsion contains 44% of pure cod liver oil and lime salts for bone formation, it prevents teething troubles, rickets and soft bones. Ask for genuine SCOTT'S EMULSION





Above is the bridal group taken at the wedding at St. Edward's Church, Golders Green, on April 14th, of Mr. M. P. Concannon and Miss Dorothy M. Lyon, both of whom are well-known in Hongkong.



Dragon-boat racing off Yaumati in preparation for the special events which took place yesterday. (Photo: Mee Cheung).



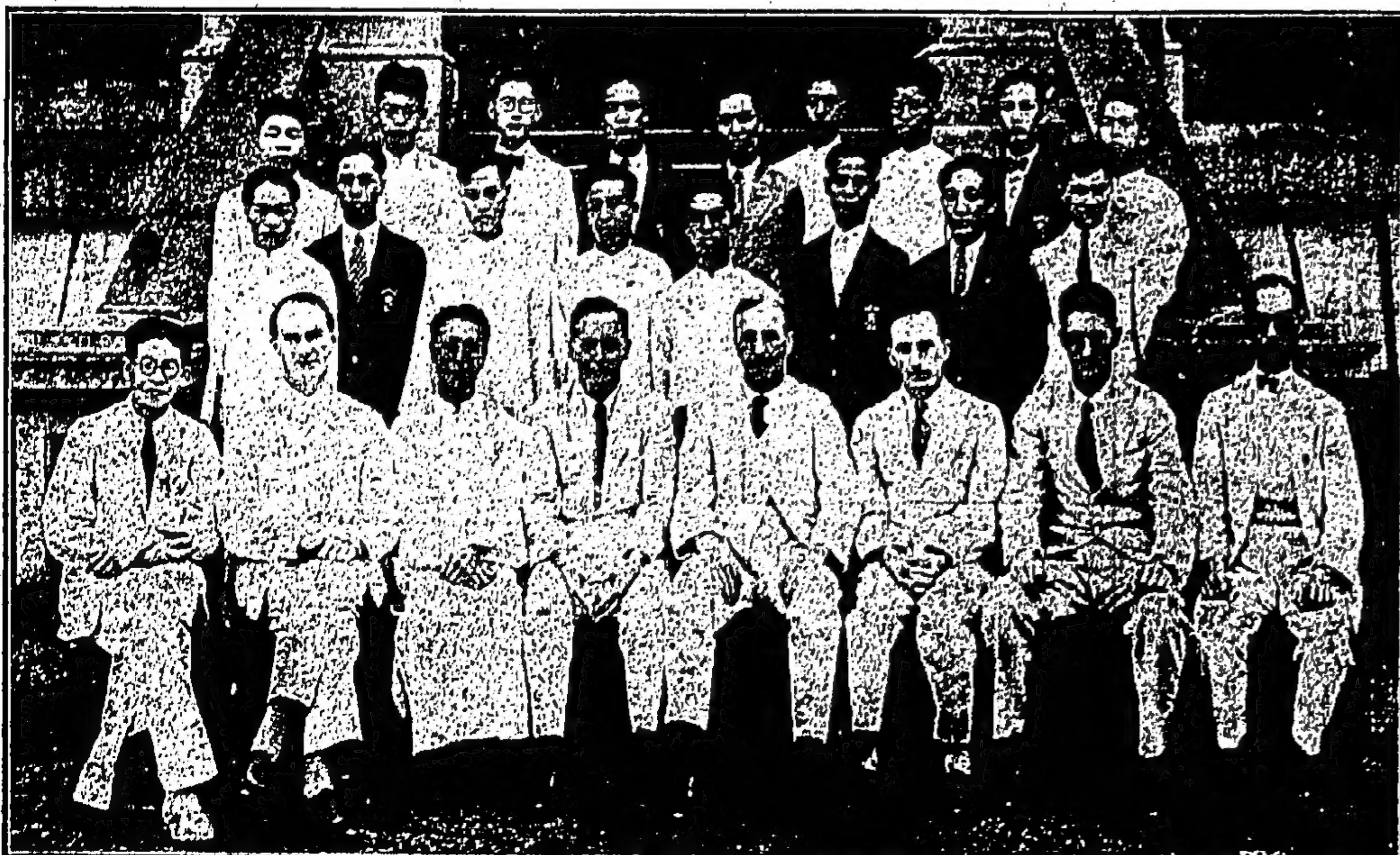
Snapped at the opening of the Hongkong baseball season at Happy Valley last Saturday, when South China scored a narrow victory over the Hongkong Baseball Club. H. E. the Officer Administering the Government is seen in centre pitching the first ball. (Photos: Mee Cheung).



The South China Dragons baseball team which scored a narrow victory over the Hongkong Baseball Club on Saturday. (Photo: Mee Cheung).



Miss Violet Ma, a clever 13-year-old singer and dancer of Canton, concerning whose efforts for charity some details are given in our news columns.



Commercial No. 1 Class of Queen's College, with masters. (Photo: Mee Cheung).



Another picture of Miss Violet Ma, the talented Chinese singer and dancer.

If you can't sleep
in ordinary pyjamas—try
B. V. D.
Short sleeves, Knee length
SLEEPING SUITS



The most comfortable garments for slumber wear. Cool, loose fitting and cut to prevent "drag" at any point.

\$4.50 per suit
less 10% discount for cash.

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

HOCKS

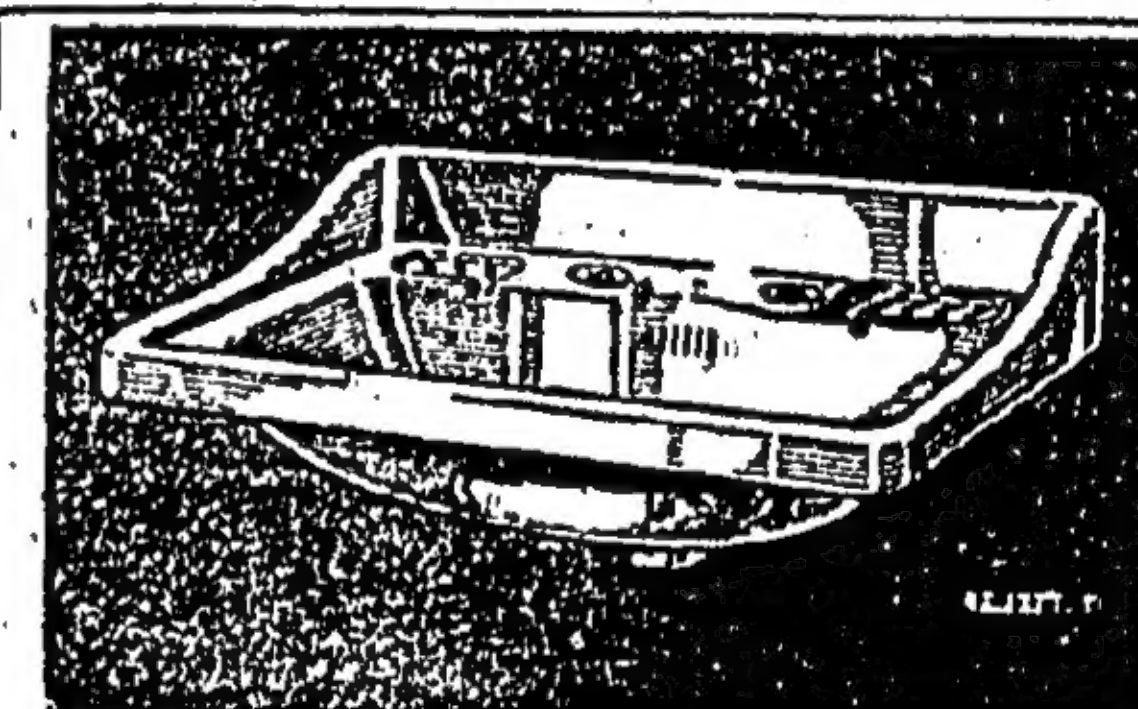
An Ideal summer beverage.

From the world famed

House of Deinhard & Co., Coblenz.

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(Incorporated under the Hongkong Companies' Ordinance 1911-1916.)
Princes' Building (Ground floor.) Telephone C. 78.



Sanitary ware and
Building Materials,
GAY KEE,
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Central.
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Lowest Estimates sent on application.

FIBRE BOARD CARTONS
the modern and economical containers for all classes of merchandise.

ACME STEEL STRAPS

a fast and efficient method of re-inforcing fibre boxes, crates, bales,
bundles and wood-boxes.

ACME TACK-POINT FASTENERS

more easily driven and greater holding power.

J. M. DA ROCHA & CO.,

Agents.

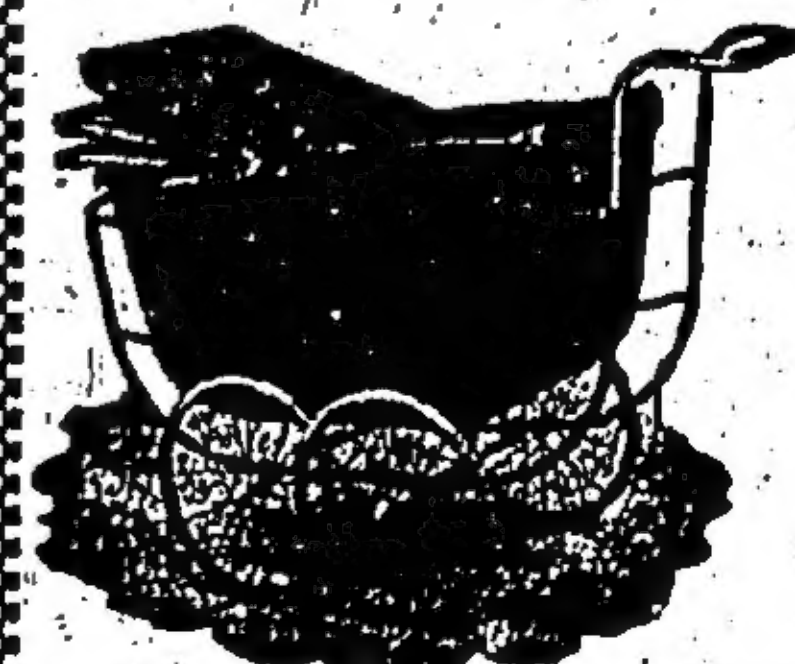
Fibreboard Products Co., of San Francisco.
Acme Steel Co., of Brooklyn, New York.

WHITEAWAYS

A NEW DELIVERY OF

"MARMET" BABY CARRIAGES

JUST RECEIVED



"MARMET" offers the
World's best in Perambula-
tors. Each Carriage beauti-
fully fitted and finished,
supplied with Sorbu Rubber
Tyres, Electro Plated Springs
and Handle Bars, Brakes
Hoods and Stormproof Aprons.

THIS CONSIGNMENT IS ONLY A SMALL ONE. EACH
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SUEDE, MULBERRY, F. GREY, NAVY, GREEN, BLACK.

PRICES FROM \$90.00 TO \$195.00

"Marmet" Folding Prams \$69.00 Each

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FIRST FLOOR SHOWROOM

WHITEAWAY, LAIDLAW & CO., LTD.

Profitable.

Investment.

Judicious Advertising is one of the most profitable investments associated with successful business enterprise.

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:—

295, 300, 391, 305, 308, 315

344, 369, 371, 374, 376, 379

BOARD RESIDENCE.

FAMILY HOTEL—Victoria Gardens. Quite apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hunkow Road, Kowloon, Tel. K.367.

WANTED.

WANTED You to know that Sonnet Freres are selling regardless of cost their entire stock of Jewellery, Watches, Fancy Goods, etc. No reasonable offer refused.

FOR SALE.

FOR SALE—Motor house boat "Savannah." Length 59 ft, beam 11 ft, draft 3' 3", hardwood, 60 h.p. Union kerosene engine. Speed 9 knots. Apply to Standard Oil Company of New York, Oil Building.

PREMISES TO LET.

TO LET—From 1st July, semi-detached fully furnished 5 room house with tennis court and garage, Broadwood Road. Reply P.O. Box No. 22.

TO LET—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET OR FOR SALE—With early possession European House on Broadwood Ridge, Happy Valley, containing six rooms with Tennis Court. Particulars. Apply Messrs. Deacons.

"THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to CREDIT FUNDIER D'EXTREME-ORIENT, 4TH FLOOR, FRENCH BANK BUILDING.

CHINA AUCTION ROOMS.

6, Duddell Street. If you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

New Advertisements.

CHURCH NOTICES.

To-morrow the Third Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong June 24th. Nativity of St. John Baptist, 8th Anniversary of the Consecration of the Bishop of Victoria. Holy Communion 8 a.m. Children's Service 10.15 a.m. Sunday School at Peak School. 10 a.m. Matins 11 a.m. Preacher: The Right Rev. The Lord Bishop of Victoria Hongkong. Evening of Victoria Hongkong. Evening 6 p.m. Preacher: The Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong. Wesleyan Methodist Church, Queen's Road East. Sunday Services: Morning 10.15 a.m. Preacher: Rev. J. H. Johnston. B.A. Evening: 6 p.m. Preacher: Mr. Colin Sara. "Sailors' and Soldiers' Home" Arsenal Street. Sunday 3 p.m. Men's Bible Class 8.15 p.m. "Service Men Hour." Wednesday, 8.15 p.m. Gospel Meeting for Service Men. First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Christian Science." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A. S. D. A. Hall, 7, Duddell Street, first floor, Sunday night, June 24th, at 8.30 p.m., Sermon given by Pastor Lyman W. Shaw. Subject: "HAVE YOU HEARD THE LAST MESSAGE TO THE WORLD?" It is now being proclaimed in 125 countries in 125 languages. Leading the world in missions how is it financed?

E.A.S.M.A. PICNICS.

A Launch Picnic will be held on SUNDAY, the 24th inst., to Island Bay.

Launch will leave Queen's Pier at 3 p.m. sharp and will call at 3.10 p.m. at Kowloon Pier.

Feast:—Members and Family 50 cts. each. Visitors Introduced By Members \$1.00 each.

HONGKONG POLO CLUB.

Instead of as circularised, the Annual General Meeting will be held at the Club Pavilion on Monday, June 25th, immediately following that day's play.

In the event of rain the meeting will be held on the same day at 5.30 p.m. in the Board Room of Messrs. Jardine, Matheson and Co., Ltd.

By Order, W. T. STANTON, Hon. Secretary.

Hongkong, June 16th, 1928.

THE HONGKONG ELECTRIC COMPANY LIMITED.

Issue of 150,000 new ordinary shares of \$10 each, credited as fully paid up.

NOTICE is hereby given that the Register of Members of the Company will be closed from 1st July, 1928, to the 10th July, 1928, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 16th June, 1928.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 25th June 1928, commencing at 11 a.m.

at their Sales Room, Duddell Street,

1 Case Bead Bags.
200 Bags Sago.
5 Bales 1/40's Silk Noll Yarn.
3 Cases Thormos Flask Rods.
15 Dozen Straw Hats.
2 Cases Blotting Paper.
2 Travelling Cranes.
4 Electric Motors.
6 Electric Pumps.
7 Cases Pain Balm.
5 Safes.
11 Fibre Trunks.
24 Cases Knitting Machines.
1 Case Grammar Books.

Also A Quantity of Sundry Furniture and Miscellaneous Goods.

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, June 22, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 26th June 1928,

commencing at 11 a.m.

at No. 7, Knutsford Terrace, Kimberley Road, Kowloon, A Quantity of Valuable Household Furniture, Catalogues will be issued. Terms:—Cash on Delivery, On View from Monday, the 25th June 1928.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 27th June 1928,

commencing at 11 a.m.

at No. 2, Torres Building, Kimberley Road, Kowloon, A Quantity of Valuable Household Furniture, Catalogues will be issued. On View from Tuesday, the 26th June 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY,

the 28th June, 1928,

commencing at 11 a.m.

on the premises The Goods and Chattels of The Imperial Cafe, No. 60, Nathan Road, Kowloon, comprising:—Tables, Chairs, Showcases, Ceiling and Table Fans, Crockery, Cutlery, Cooking Utensils, Table Linen, Glass Ware, Mirrors, etc., etc., and A Quantity of Furniture, On View from Wednesday, the 27th June, 1928.

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, June 22, 1928.

SALE OF

JEWELLERY, WATCHES, FANCY GOODS, ETC.

at a

SACRIFICE

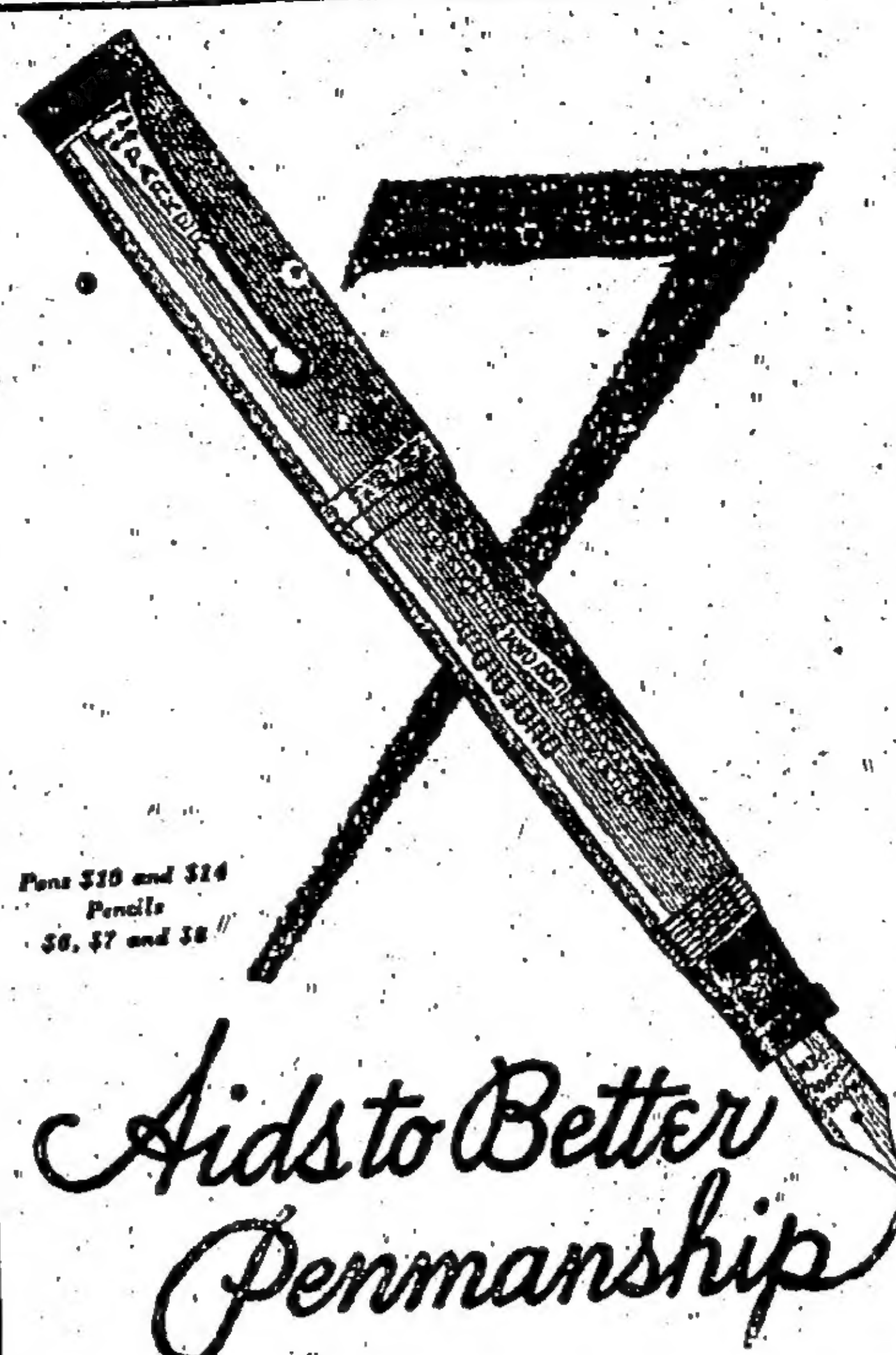
We are removing from our present premises (opposite main entrance of the Hongkong Hotel) and have to sell the entire stock.

No reasonable offer refused.

Sale commences on 1st June, 1928.

SENNET FRERES, China Building.

Pedder Street.



These are the 7 reasons why Parker Duofold at \$10 and \$14 outclass any other pen, regardless of price:

1. Super-smooth point, guaranteed 25 years, not only for mechanical perfection but for wear! A point that yields to any style of writing, yet keeps its shape forever. Specially ground ink channel produces instant flow.
2. Non-breakable Barrel and Cap now made of Parker "Permalite" instead of rubber, as formerly. Lustrous, light-weight Black-tipped Jade, Black and Gold, or Black-tipped Lacquer-red.
3. Hand-ripped Grip with Free Swinging Balance abolishes undercramp and stimulates writing.
4. Over-Size Ink Capacity requires less filling.
5. Lucky Curve Feed gives flow at any speed by capillary attraction.
6. Duo-Slovers Cap forms an ink-tight seal—a positive safeguard against leakage.
7. Press Button Filler—concealed inside the barrel—out of sight—out of harm's way.

Obtainable at all good pen counters.

Sole Wholesale Agents:

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Parker Duofold

"RICKSHAW" BRAND

CEYLON TEA

Cheapest and Best

From all leading Compradores.

Be Guided by the Quality—Not the Price.

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EXPERT OUTDOOR
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IN
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TORTOISE SHELL BOXES AND
CASES A SPECIALITY.
Hongkong Hotel Building,
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Chinese Quakers of Szechwan, West China, have given English Friends a fine piece of Chinese embroidery over 12 feet long.



Torrid, depressing days vanish when you turn the switch of a WESTINGHOUSE ELECTRIC FAN.

REISS, MASSEY & Co., Ltd.
Sole Distributors
For Hongkong & South China

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MARTIN'S PILLS

APIOL & STEEL

Sure and certain for all Female complaints. Every lady should keep a box in the house.

Sold by A. S. Watson & Sons, Chemists, and all Chemists and Stores.
Prepared by MARTIN, Chemist, Southampton, England.

POST OFFICE NOTICE

NOTICE.

Commencing February 24th a Radio Letter Service will be opened for the exchange of Radio Letter Telegrams to the places, and at the rates, given below.

Radio Letter Telegrams are accepted subject to the following conditions:—

1. Minimum delay in delivery, 24 hours.
2. Messages must be written in plain English or plain Spanish. Code addresses may be used. Groups of figures, trade marks, trade terms and trade expressions must be expanded by qualifying words so that message will offer an intelligible sense to ANYONE reading them.
3. Each message must bear the Indication RL as part of the address. The indication is connected and charged for as one word. No limit as to the number of words a message may contain.

RADIO LETTER RATES.

| To | Minimum 20 Words | Each Additional Word |
|---|------------------|----------------------|
| Manila | 2.00 | .10 |
| San Francisco & Bay Cities | 10.30 | .54 |
| Other Cities in California & other Pacific States | 11.60 | .58 |
| Montreal, Quebec & U.S. | 12.20 | .61 |
| Central States U.S. | 12.60 | .63 |
| Eastern States U.S. | 13.00 | .65 |
| British Columbia 1st Zone only | 12.20 | .61 |
| Alberia, Saskatchewan & Manitoba | 12.60 | .63 |
| Ontario, Nova Scotia, New Brunswick & Quebec | 13.00 | .65 |
| Newfoundland | 13.50 | .69 |

M. J. BROWN, POSTMASTER GENERAL.

24th February, 1928.

RADIO NOTICE.

RADIO TELEGRAPH SERVICES are now in operation as follows:—

Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwongchow, Fort Bayard, Tehekam, Holhow, Amoy and Foochow, etc.

It is notified for information that the via Wireless rate to EUROPE has been reduced to \$1.65 per word. The rate to the Dutch East Indies has been reduced from \$1.00 to 90 cents per word as from April 25th, 1928.

Rates and further particulars on application to the RADIO COUNTER, 1st Floor, Government Building.

Telegraphic Addresses:—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic addresses immediately.

A direct service to Yunnan Province was opened 20th April, 1928. The inclusive charge will be 60 cents per word; no charge will be collected from the addressee in Yunnan. The service is, however, liable to interruption owing to atmosphere disturbances and messages are accepted at sender's risk.

Commencing 12th June the radio telegraphic rate between Hongkong and Canton is reduced to 20 cents (Hongkong currency) per word. No charges will be payable by addressee at either end.

INWARD MAILS.

| From | Per | Due |
|------------------------------------|-------------------|----------|
| U. S. A., Canada, Japan, and | Pres. Taft | June 23. |
| Shanghai | Shantung | June 23. |
| Shanghai and Swatow | Atsuta Maru | June 25. |
| Straits | Empress of Russia | June 25. |
| Canada, U. S. A., Japan & Shanghai | Pres. Jackson | June 25. |
| Manila | Mitsuzoro | June 25. |
| Shanghai and Europe via Siberia | Tilawa | June 25. |
| Amoy | Linn | June 25. |
| Shanghai and Amoy | Haruna Maru | June 25. |
| Japan and Shanghai | Pres. Polk | June 25. |
| U.S.A., Honolulu, Japan and S'hai | Pres. McKinley | July 2. |
| U.S.A., Honolulu, Japan and S'hai | Sphinx | July 2. |

OUTWARD MAILS.

| For | Per | Date |
|---------------------------------------|--------------------------------|--------------------------|
| Straits and Calcutta | Namsang | Sat., June 23, noon |
| | Letters | 1 p.m. |
| Formosa | Ooshiki | Sat., June 23, 1 p.m. |
| Haliphong | Tonkin | Sat., June 23, 1.30 p.m. |
| Port Bayard | Tai Poo Sek | Sat., June 23, 1.30 p.m. |
| Swatow | Wai Shing | Sat., June 23, 2.30 p.m. |
| Salgon | Shunchip | Sat., June 23, 2.30 p.m. |
| Port Bayard | Wing Wo | Sat., June 23, 2.30 p.m. |
| Haliphong | Caravellas | Sat., June 23, 2.30 p.m. |
| Manila | Pres. Taft | Sat., June 23, 2.30 p.m. |
| Amoy | Yuen-sang | Sat., June 23, 5 p.m. |
| Dairen | Kojun Maru | Sun., June 24, 8.30 a.m. |
| Shanghai and Europe via Siberia | Rodin | Sun., June 24, 9 a.m. |
| Bangkok via Swatow | Kwangchow | Sun., June 24, 9 a.m. |
| Swatow, Amoy and Formosa | Ribu Maru | Sun., June 24, 9 a.m. |
| Manila | Michigan | Sun., June 24, 9 a.m. |
| Swatow | Hydrangea | Mon., June 25, 2.30 p.m. |
| Japan, Canada, U.S.A., C. and S. | Shantung | Mon., June 25, 4.30 p.m. |
| America and Europe via Victoria, B.C. | Pres. Jackson | Mon., June 25, 8 p.m. |
| | Parcels | 8 p.m. |
| | Registration | 4.15 p.m. |
| | Letters | 4.15 p.m. |
| | (Due Victoria B.C. 16th July.) | |
| Shanghai | Pres. Jackson | Mon., June 25, 8 p.m. |
| | Parcels | 8 p.m. |
| | Registration | 4.15 p.m. |
| | Letters | 4.15 p.m. |

Formosa, *Shanghai, Japan, Honolulu, U. S. A., *Canada, Central and South America and *Europe via San Francisco

Registration .. Mon., 25, 5 p.m.
Letters .. Tues., June 26, 8.30 a.m.
(Due San Francisco 20th July.)

Holhow and Bangkok .. Chihua .. Tues., June 25, 8.30 a.m.
Shanghai, Japan and Europe via Siberia .. Atsuta Maru .. Tues., June 25, 10.30 a.m.

Swatow, Amoy and Foochow .. Hal Ching .. Tues., June 25, 10.30 a.m.
Straits, Egypt and Europe via Marseilles .. Diomed .. Tues., June 26, 1 p.m.

Registration .. 1 p.m.
Letters .. 1 p.m.
G. P. O.

Registration .. 1.45 p.m.
Letters .. 2.30 p.m.
(Due Marseilles 27th July.)

Shanghai .. Yunnan .. Tues., June 26, 6 p.m.

Swatow .. Kwong-sang Wed., June 27, 10.30 a.m.

Java via Batavia .. Tjikarang .. Wed., June 27, 2.30 p.m.

Amoy .. Emp. of Russia .. Wed., June 27, 2.30 p.m.

Sandakan .. Hui Sang .. Thurs., June 28, 8.30 a.m.

Swatow, Amoy and Foochow .. Hal Ching .. Fri., June 29, 2 p.m.

Shanghai .. Soochow .. Fri., June 29, 6 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles .. Haruna Maru .. Sat., June 29, 8 p.m.

Registration .. Sat., June 29, 4.30 p.m.

Letters .. Sat., June 29, 9 a.m.

G. P. O.

Registration .. Sat., June 30, 8.45 a.m.

Letters .. Sat., June 30, 9.30 a.m.

(Due Marseilles 30th July.)

Amoy .. Kwangtung .. Sat., June 30, 5 p.m.

Salgon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt, and Europe via Marseilles .. Sphinx .. Tues., July 3, 10 a.m.

Registration .. Tues., July 3, 10 a.m.

G. P. O.

Registration .. Tues., July 3, 11.45 a.m.

Letters .. Tues., July 3, 12.30 p.m.

(Due Marseilles 4th August.)

Straits and Calcutta .. Kamsang .. Tues., July 3, 1 p.m.

Wellswell .. Hulchow .. Tues., July 3, 2.30 p.m.

Swatow .. Kwong-sang .. Wed., July 4, 10.30 a.m.

Amoy .. Fook-sang .. Thurs., July 5, 5 p.m.

* Correspondence bearing vessel's name only.

Crosse & Blackwell's



Just as Crosse and Blackwell's Piccalilli is the King of Mustard Pickles, so is their Branston Pickle the Queen of all Sweet Pickles.

It is particularly delicious with cold meats, but equally fine with hot dishes too.

The first taste of Crosse and Blackwell's Branston Pickle will be a revelation to you—Everybody likes it!

Branston

SWEET

Pickle

Send your clothes to us for Dry-cleaning or Dyeing.

We specialise in renovating and pressing garments.

Try us just once.



THE INTERNATIONAL DRY CLEANING & DYEING CO.

19, Wyndham Street, Hongkong. 143, Wong Nei Chung Road, Happy Valley. 36, Nathan Road, Kowloon.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyla"

Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS:—

S. C. LAY & CO.

Alexandra Building.

Telephone C. 763.

Wilkinson, Heywood & Clark

SHANGHAI

HONGKONG.

J.P.'S TWO SISTERS SHOT DEAD.

STRUGGLE WITH ARMED ROBBER.

Miss Maggie Macaulay, aged 44, and Miss Sarah Macaulay, aged 30, sisters of Mr. Andrew Macaulay, J.P., of Armo, County Antrim, were shot dead in a struggle with an armed man recently.

The man entered Mr. Macaulay's house at about four o'clock. Mr. Macaulay was out in the fields with farmers at the time, and his sisters were alone. The sisters apparently pluckily tackled the man and after a struggle were shot with their brother's gun.

The shots were heard by an elderly servant, Kathleen Murdoch, who was working in an out-house. When she entered the house she found the sisters dead beside each other on the kitchen floor.

Search Parties.

The man escaped with £40 and a gold watch and chain. All the available police for miles around were notified and set out in search of him. They scoured the country in motor-cars, and the people from the village around also organised search parties.

The hunt was continued throughout the night and all motor-cars on all roads were searched as far as Belfast, 60 miles distant.

The police have few clues to go on and at present their chief hope is that the shotgun left in the kitchen will yield fingerprints.

It is not believed that the murderer could have got far from the scene of the crime, for only two hours elapsed before the police were able to close their net around Armo and the surrounding country.

RACEHORSE OWNER'S GRIEVANCES.

PROPOSAL TO FORM A CLUB.

Efforts are being made to form a club for racehorse owners which would safeguard their interests and help to do away with many of their grievances.

Many factors have led to the owners taking this step, which is, in effect, a strike of owners against existing conditions, whether it be travel facilities, or accommodation for themselves or their horses at race meetings, which bear hardly on them.

They point out that, while various business interests profit, the main expense of racing falls on the owners.

An acting committee for the club, consisting of Sir Hugo Cunliffe-Owen (chairman), Lord Carnarvon, Sir H. J. Delves Broughton, Lieutenant-Colonel T. Cartwright, Mr. H. S. Perse, and Mr. Gerald Deane, has drawn up a preliminary draft of rules.

These are being sent out with a letter to certain owners, but whether a club is formed depends on the amount of support obtained.

One of the draft rules states that "The committee may decide in the interests of the club that members should refrain from supporting any race meeting, or take such other action as may seem desirable."

"It is going too far," he said, "to say that this draft rule might mean that we should ban any meeting. Obviously, our power to do so would depend on the nature of our support, and, in any case, such a drastic measure would probably be unnecessary. Concerted action by owners, however, is required if we are to remove our grievances."

"Some owners complain that they can secure no special accommodation at meetings," he added. "I would not make that charge generally, but I have known instances where an owner has not been able to see the racing because he has been unable to obtain a seat."

THE 14TH CHILD.

WHY A WIFE SENT HER HUSBAND TO GAOL.

New York, May 26.

When Mrs. Edward Cromwell had her husband put in Bridgeport Gaol because he wanted more than thirteen children her case aroused much attention.

Americans were wondering whether the law could attempt to regulate the size of families, but Judge William Buckley has dispelled these questionings by releasing Mr. Cromwell.

Mrs. Cromwell described her husband as a religious fanatic who was obsessed with the idea that she should have an unlimited number of children. She said that doctors had told her that a fourteenth child would endanger her health. Thereupon she imprisoned her husband on a technical charge, there being no law covering his alleged offence.

The judge decided that the court could not adjudicate in the matter, but described the husband as an intelligent man. When Mr. Crom-

THE ABERDEEN NEWSPAPERS.

SALE CHALLENGED IN THE SCOTTISH COURTS.

A note of suspension and interdiction was lodged in the Court of Session at Edinburgh recently for Mr. Robert Bruce, residing at The First, Tittle-row, Maidenhead, and others, against the Aberdeen Newspapers, Ltd., and others.

The complainants seek an interdict—which corresponds to an injunction in English law—against the respondents' implementing or otherwise proceeding with an alleged agreement of sale between Aberdeen and Allied Newspapers, Limited, for the sale of the whole undertaking of the Aberdeen Newspapers, Limited.

In the course of their note the complainants deal with the negotiations for the sale of Aberdeen Newspapers, Limited, and the offers of the Allied Newspapers, Limited, and the Northcliffe Newspapers, Limited. They stated that on May 6 the respondents received from the Northcliffe Newspapers confirmation of their offer of £800,000.

On the morning of May 9 there was concluded between the Aberdeen Newspapers, Limited, and the Allied Newspapers, Limited, a supplementary agreement, whereby the price was increased to £753,240, representing £4 per share. At the meeting on May 9 Mr. Bruce, who is a director, moved that the resolution approving of the agreement between the company and Allied Newspapers, Limited, be not approved, and on a poll there were 98,000 votes for approval of the resolution and 58,102 against.

The complainants claim that the resolution was illegal and ultra vires, and that its passing was improper until the whole shareholders had had an opportunity of considering the great changes which had occurred to the options before them.

CHEMICALS FROM THE AIR.

CHARGE OF FRAUD.

Six new charges were made against Edwin Gordon McRae Short, aged 68, described as a captain, when he appeared on remand at Marylebone charged with fraudulently obtaining share certificates valued at £4,000 from Miss Annie Seattle Huddleston, of Hallett-road, West Kensington.

They are:

"Obtaining credit for £177 from a firm of gunmakers without disclosing that he was an undischarged bankrupt;

Obtaining credit for £3,078 from Miss Huddleston and for £900 from Mr. Percy Alexander Irving, of Hallett-road, West Kensington, and

Forging a guarantee for £3,000 on Barclays Bank. Mr. Irving said that Short had spoken several times of a wealthy relative from whom he had expectations and who was prepared to advance him considerable sums. He had also spoken of a patent electrical process, he had for obtaining chemical substances from the air. By depositing India and other stock, he advanced Short £900. That money had never been repaid. He had no idea Short was an undischarged bankrupt.

When Short went to come before the Official Receiver in regard to debts to Miss Huddleston, Short asked him and others not to prove their debts, because it would go against him with his relative. He had induced him (Mr. Irving) also to agree to go surety for him to the extent of £1,000 to pay creditors in bankruptcy. Mr. Irving added that he had already been called upon to pay £246.

Mr. Harcourt Shepherd, a chemist, said that Short's processes for the making of artificial nitrates and cyanides were submitted to his firm, but were taken up. He thought that a capital of £1,000,000 would be required to carry it out, and it would not pay commercially.

Short was further remanded.

THE RECTOR OF AVENING.

Gloucester, May 27.

The Rev. Oswald Ernest Hayden, Rector of Avening, made no direct reference in his sermons today to the finding of the Commission appointed by the Bishop of Gloucester to inquire into a number of allegations against him. The Commission, it will be recalled, found him guilty of swearing.

There is good reason for believing that any disciplinary action which the Bishop of Gloucester may take as a result of the Commission's finding will not be known for at least a fortnight.

well came out of prison he was met by his wife and family, all dressed in their Sunday clothes, and the wife seemed pleased that her husband had been released.

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The attention of travellers is drawn to the importance of safeguarding themselves in the carrying of their funds. Our system of Travellers Cheques and Letters of Credit exposes travellers to the least possibility of fraud. Our Travellers Cheques are issued in Sterling in denominations of £20, £10 and £5 and in U.S. Currency \$100, \$50, \$20 and \$10. Foreign currencies, Letters of Credit and Travellers Cheques encashed. Drafts and Telegraphic Remittances effected.

Shipments effected to all parts. Consignments cleared at low rates. Insurance arranged. Invoices collected against delivery of goods. Customs packed for export. Dry storage accommodation for all kinds of Non-hazardous Goods.

Accident Insurance Policies issued for any journey. Baggage Insurance effected from departure to arrival at destination. Travellers are recommended to avail themselves of this insurance as Companies accept no liability for loss of baggage.

A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of 163 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

THE FAR EASTERN TRAVELLERS GAZETTE

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At the meeting of the Board of the Royal National Hospital for Consumption, Ventnor, M. F. E. Burgoyne was unanimously elected Chairman for the 28th successive year.

The butter-making championship of the West Country was won at the Bath and West Show at Dorchester by Miss R. M. Gwillim, of Allensmore, Hereford. Over 40,000 people visited the show.

Mrs. Rose Weidman, the Dover aspirant to Channel honours, who made an unsuccessful attempt last year when she was beaten by cold has begun training at Dover for another attempt this year.

It doesn't really matter



This advertisement is issued by the British-American Tobacco Co. (China) Ltd. ED-672

BRISTOL'S NEW DOCK.

OPENED BY PRINCE OF WALES.

STAND GIVES WAY.

Avonmouth, May 24.

Another big step forward in the prosperity of the City of Bristol and the expansion of our maritime trade was made here to-day when the Prince of Wales, dressed in the uniform of a captain in the Merchant Navy, officially opened the Royal Edward Dock extension, which provides for six new deep-water berths, and was built at a cost of a million and a quarter pounds.

The Prince, in his unfamiliar uniform, drove through the crowded flag-decked streets of Bristol, and was given a real West Country greeting before embarking on the Bayano, one of the famous Elders and Puffes banana boats, in which he sailed slowly towards the new dock.

As the bows of the Bayano broke the crimson tape drawn across the dock the choir of children began to sing "God Bless the Prince of Wales," which was soon taken up by the whole audience.

Bandstand Gives Way.

Just as the tape was broken there was an alarming incident. A large number of people had taken possession of the bandstand, which partly collapsed under the strain.

Police and ambulance men rushed to the rescue, but happily there were no more serious casualties than a few bruised and no panic. In fact, so loud was the singing that comparatively few people noticed the incident.

As the Prince left the ship for the Royal dais his Standard was broken above the stands, and the cheering broke out afresh.

The Town Clerk of Bristol read an address of welcome, in the course of which he reminded the Prince that it was from Bristol that the discoverers of North America set sail, and it was at the same port that the first steamship was built and launched.

The Pioneers.

Declaring the extension open, his Royal Highness said that he was proud to be in Bristol as Master of the Merchant Navy. (Loud cheers.) The port had played an important part in the history of the Empire as we knew it to-day, and the opening of the new dock marked an important step forward in the development of that great Western port.

"As a Freeman of the Society of Merchant Venturers of Bristol," he added, "I recognise to the full the enterprise of those pioneers who sailed from here to explore the new world, and in so doing laid the foundations not only of the British Empire but also of the British Merchant Navy."

Then the Prince inspected members of the Mons Club, the British Legion, the Boys from the Portsmouth Nautical School, stopping often to chat with men who caught his eye and exchanging reminiscences with veterans of the war.

The Banana Trade.

At the subsequent luncheon, and for which the Prince made a quick change into a tweed suit, the Prince made an amusing impromptu speech. Alderman E. M. Dyer, chairman of the Docks Committee of the City Council, had referred to the enormous banana trade of the port, and explained with pride that bananas were often being sold in London before the unloading of the ship which brought them was complete. Their banana trade, he urged, must grow still more.

"We have been advised," replied the Prince of Wales, "to eat more fruit in the shape of bananas. This, I feel sure, we shall all do if only as some recognition of the hospitality we have received here to-day. I have from time to time advised people to keep up to date and go in for progressive methods in view of the competition there is in the world to-day. I sincerely hope that this enterprise of yours will bring increased prosperity to Bristol."

THE GIRL DECIDES.

MAN'S CHANGED VIEWS ON MODERN MARRIAGE.

New York, May 23.

Cupid put his arrow neatly through the modern doctrine of marriage when he persuaded Mr. Warren Fitzgerald to marry.

Mr. Fitzgerald was lately the manager of Judge Lindsey's debating tour, when that famous apostle of "companionate marriage" was stumping the country. His manager was an ardent supporter of

SPELL OF VICAR'S WIFE.

FAMOUS SURGEON INFATUATED.

CAREER SACRIFICED.

History teaches us that some women have a subjective influence over men, and modern science gratuitously informs us that the sex appeal is the most dominant force in life.

A woman need not be beautiful to exercise this compelling power. She can have a devastating or an inspiring influence; she can make or mar men.

The case of Mrs. Theresa Richie Irwin, decided at London Sessions recently provides one of the most enthralling stories heard in the courts for many years.

She is a brunette of 37, looking younger than her age, a woman of medium height enjoying a good, natural complexion and possessing a pair of brilliant, challenging dark eyes, sparkling with a sense of humour. There are laughter lines about her mouth, and she has an impertinent reticence nose.

She is the sort of woman that a man would instinctively accept as a "pal," a woman who would begot confidence even as she inspired passion.

Known Since Childhood.

Mrs. Irwin is the daughter of a Sheffield doctor. She married the Rev. George Freeman Irwin, vicar of St. Paul's Cheltenham, whom she saddled with a county court claim for nearly £60 for night-dresses.

Mrs. Irwin returned to Sheffield to live with her parents. One of the most popular and famous doctors in Sheffield was Dr. George Henry Pooley, now aged 69, an ophthalmic surgeon who during the war had worked miracles in skin grafting.

He had an established practice that brought him an income of £5,000 a year. But his finances were falling when Mrs. Irwin consulted him about her eyes. He had known her as a child, and he engaged her as a secretary, and in the words of Mr. H. D. Roome, his counsel, he "sacrificed his income, his home, his career, his reputation, and his honour and position for a lamentable infatuation." He says he is to blame, and he does not desire that the slightest aspersions should be cast on Mrs. Irwin, who is the dearest person in the world to him.

The pair left Sheffield and travelled the country, staying at first-class hotels as man and wife. They ran up bills which have since been paid by Mrs. Irwin's father and Dr. Pooley's friends.

They were arrested on account of a worthless cheque given by him as an undischarged bankrupt to the manager of the Artillery Mansions Hotel, S.W., in settlement of a bill for £32 13s. 6d.

Unreturned Greeting.

Dr. Pooley, a typical professional man with a clean-shaven, studious face, looks his age. He wears gold-rimmed spectacles, behind which are the eyes of a thinker. His lips are thin and his mouth tightly closed, and he has the delicate, sensitive hands of a skilled surgeon. Throughout the hearing he hung his head, and had the appearance of a man suffering severe mental torture.

There was a medical suggestion that his mind had become unbalanced to an extent that affected his judgment, and Sir Robert Wallace, the Sessions chairman, put him back until the next Sessions to obtain a further medical report.

When Dr. Pooley left the dock Mrs. Irwin showed some agitation, and she reached out her hands to him as he followed a warder without a background glance.

Mr. Walter Frampton, for Mrs. Irwin, said that she carried on Dr. Pooley's practice with the aid of a locum tenens when he was ill. He challenged Mr. Roome's statement that she had infatuated the doctor, quoting the accepted equality of the sexes.

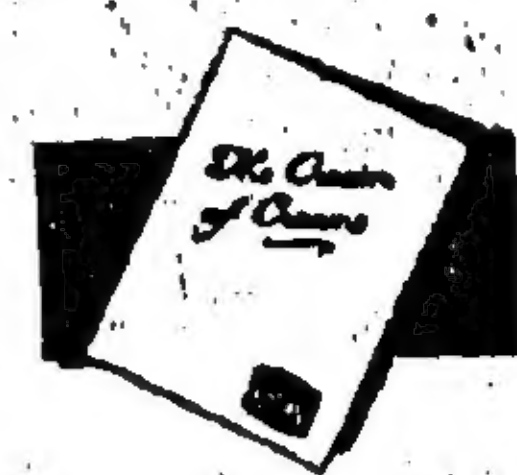
The chairman postponed sentence for three months, and released Mrs. Irwin on her own recognisance to await a report from the probation officer which, if satisfactory, will mean that Mrs. Irwin will be bound over.

the judge's views, as, indeed, from the business standpoint he should be.

But when the tour reached Rochester, New York, Mr. Fitzgerald met a girl who had her own views regarding marriage and they were not "companionate." Thereupon Mr. Fitzgerald forsook his modern thesis, resigned his managership, and took a job as a real estate salesman.

It is reported that he is making good and will shortly be married in the old-fashioned way.

TO HOUSEWIVES



This dainty 24 page booklet containing the latest recipes and other valuable information about the many uses of Nestlé's Pure Thick Cream will be sent

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PEACH EGGS

INGREDIENTS—A flat sponge cake, 1 small tin of peaches, 12 oz. tin Nestlé's Pure Thick Cream, a few pistachio nuts.

METHOD—Cut a flat sponge cake (about 1 in. thick) into rounds a little larger than a peach. Place a peach on each round, then force some whipped cream through a forcing bag all round the peach. Sprinkle a few pistachio nuts, chopped finely, on the top.

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PLYMOUTH GIN

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EVERYWHERE.

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A BROKEN DOWN SYSTEM.

This is a condition for which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital forces that sustain the system. No matter what may be the cause, it is almost invariably the result of some of the following: overwork, overstrain, overexcitement, overindulgence in food, drink, or sex, or any of the other causes of physical exhaustion. It is a condition which is not only painful, but which is also a danger to the system, as it may lead to the development of some of the most serious diseases of the body.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRESH.

A new system of treatment, based on the latest scientific discoveries, has been devised for the purpose of restoring the vitality of the system, and of curing the various diseases which are the result of a broken down system. This system is known as "The Expiring Lamp of Life," and it is a system which has been found to be of great value in the treatment of all the above-mentioned conditions. It is a system which is not only safe, but which is also of great value in the treatment of all the above-mentioned conditions. It is a system which is not only safe, but which is also of great value in the treatment of all the above-mentioned conditions.

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FRESH STOCK OF
H. W. FOSS & Co's.AMERICAN
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great variety—elegantly packed.

A. S. WATSON & Co., Ltd.
PHONE C. 616.

VICTOR RECORDS

by

JACQUES THIBAUD

Mozart's Concerto in E Flat Major

- 6744 Part 1—1st movement—Allegro moderato
Part 2—1st movement—(Continued) Allegro moderato
6745 Part 3—1st movement—(Continued) Allegro moderato
Part 4—2nd movement—Un poco adagio
6746 Part 5—2nd movement—(Continued) Un poco adagio (Rondo)
Part 6—3rd movement—(Continued) 3rd movement

Haydn's Trio in G Major

with Alfred Cortot (Pianist)
and Pablo Casals (Violoncellist)

- 3045 Part 1—1st movement—Andante
Part 2—2nd movement—Poco adagio cantabile
3046 Part 3—2nd movement—Poco adagio cantabile
Part 4—3rd movement—Rondo all'ongarese

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(Complete on four double-faced records)
with album.

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(Complete on four double-faced records)
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ERNEST BARRY'S

FAMOUS

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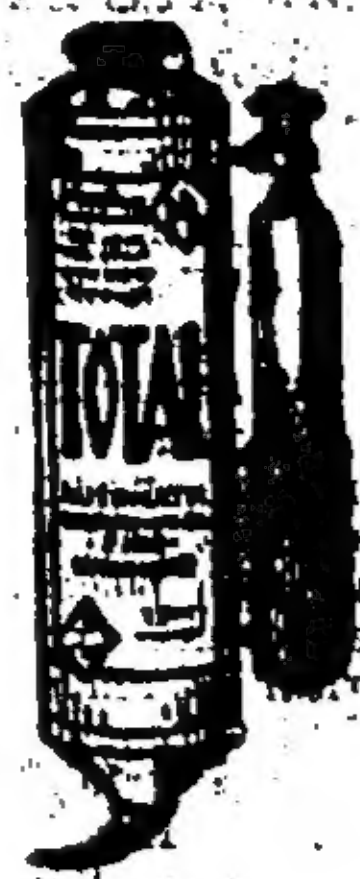
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MEDICAL PROFESSION.

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CONTENTS NEVER DETERIORATE

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OF ELECTRICITY

RELIABLE, EFFICIENT, EFFECTIVE.

Types for Motor Cars, & Etc.

KELLER KERN & Co., Ltd.
16/19 CONNAUGHT ROAD, C.The
Hongkong Telegraph.

SATURDAY, JUNE 23, 1928.

BRITISH INDUSTRY.

In view of Mr. Churchill's big rate relief scheme, which is designed to stimulate the great basic industries of the nation, special interest attaches to the facts revealed in the latest issued survey by the Balfour Committee on Industry and Trade, which, as it happens, deals with coal, iron, steel, engineering and shipbuilding. These are the prime producing factors of the country; and they are essential not only to its life but also to the main elements of our export trade. Unhappily, these big industries do not now occupy the commanding place which they did many years ago, and some interesting light is thrown on this circumstance by the Balfour Committee's report.

A brief historical summary included in the report shows that sixty years ago Britain was selling more coal, more ships, more manufactured iron and steel, and more machinery than all the other exporting countries in combination. That position of supremacy has been lost, and even in the spheres where we are moving upwards, our progress is slight when compared with many other great producing countries. In the general engineering trades, and in the output of locomotives, there is a decrease shown between 1910 and 1927, and not only the United States, but France, Germany, Belgium, Holland and Italy have moved faster than Britain. Why should this be? The Balfour Survey explains some of the reasons. There is the war for one thing. It hit everything, but it hit us hardest, because we have been using up money in paying our debts while other nations have utilised their resources to renovate and remodel their manufacturing equipment. Also we have, at enormous expense to our industries, kept up our credit, while our rivals luxuriated in a depreciated currency. Consequently, as the Committee is constrained to admit, some of our manufacturing plants and installations are antiquated. We are not getting the full benefit of modern scientific discoveries and producing as economically as we might. It is not due to defects of character. The Committee believes that our skilled artisans are still unsurpassed in the quality of their workmanship. It believes also that there is no lack of energy and readiness to adopt new ideas among the employers.

In the opinion of Sir Sidney Low, the well-known economist, the prime difficulty lies in the want of sufficient capital to cope with the requisite improvements. That is due to the shrinkage of savings, for it cannot be too often stated that where there is no saving, there is no capital. It has been calculated by a high financial expert that Britain's net savings per annum do not amount to more than £2 per head of the population, which is insufficient to provide the capital expenditure needed to enable manufacturers to compete more effectively in the world's markets. Mr. Churchill's rate relief scheme should be of much assistance in this connexion. The most pleasing aspect of the Balfour Report is that whilst we have lost ground in many foreign markets, we have been steadily gaining in our overseas possessions. In the Empire, we have the largest potential store of raw material in the world, and the opinion expressed by Sir Sidney Low, that our greatest hope for the future lies in the real organisation of the Empire as an economic unit, is one which will be re-echoed by Britishers in all parts of the world.

Mental Acrobats.

A new book called "Schools" attracted our attention recently. It is written by Mr. A. B. See, hiding the identity of an American who has acquired great wealth in the business of manufacturing lifts. A lift manufacturer's ideas about schools promised to be interesting. Mr. See finds nothing commendable in the present state of women or education. He laments the day when father yielded his kingship in the home, and finds that school-teachers are not doing the right kind of job at all. In education, Mr. See thinks the alphabet the one all-important thing. Learning the alphabet, both forward and backward, he asserts, constitutes the basis of good education. There should come spelling, arithmetic, penmanship, geography and English. Dead languages should be buried and vocational subjects learned by actual performance. Perhaps Mr. See got his idea of teaching the alphabet both forward and in reverse from the machine he manufactures, a lift being able to go both up and down. But education and elevators are slightly different lines. You might spend a lifetime studying a lift and still be woefully lacking an education. The world is too full of mental acrobats to say the least. In their own groove these are very efficient—they know their alphabet backward, they know when to press the lever to stop at a given floor and they can tell you any given necessary fact about their own work. But, off their single track, they cannot run; their alphabet is useless.

CHILD PRODIGY.

CLEVER YOUNG CHINESE GIRL.

On our Picture Page to-day will be found two photographs of Miss Violet Ma (Tsz Loh-lan) of Canton, known to the Chinese, of Canton, a young maiden of 13, who is a child prodigy. She has established a reputation in Kwangtung and the South Seas as a clever dancer and singer. When but six years old, she would go to the "movies" and, returning home, would give a perfect imitation of the dancing and acting she had seen on the screen. In her repertoire are included both Northern and Cantonese songs, most of which were composed especially for her. She is very clever in Chinese boxing, and has picked up such foreign dances as the Tango and the Charleston. Last year, Miss Violet Ma toured the South Seas, starting on her trip to work for the Nam Mo School in Honan, Canton, and so popular were her performances that over \$10,000 was taken in at the box office. All of this money went to the Nam Mo School, for Miss Ma has always given her services for charity. Before returning home, in response to the entreaties of the managers of a number of other charities, this young lady campaigned for them, and her dancing and singing brought in altogether more than \$100,000. Shortly, Miss Ma expects to go to Shanghai, where she will study foreign dancing, and, perhaps, the English language. In a year or two, she will probably go abroad, to America first, and possibly to Europe later on.

DAY BY DAY.

DEFER NO TIME, DELAYS HAVE DANGEROUS ENDS.—Shakespeare.

There was a clean bill of health in the Colony yesterday.

H. R. H. the Prince of Wales celebrates his 34th birthday to-day.

Mr. H. R. Butters has been appointed to act as Deputy Clerk of Councils.

Dr. R. E. Tottenham has been reappointed a Member of the Midwives Board for a further term of three years.

The silk forwarded from Hongkong by the Empress of Asia on May 30th arrived in New York (St. John's Park) on June 20th having been 22 days in transit.

A bankruptcy notification states that a first and final dividend has been declared in the matter of the Kwong Sang Cheong Shiu Kee firm, of 9, Wing Lok Street East.

The Gazette contains detailed lists of the medicines and medical stores necessary under the Asiatic Emigration Ordinance for ships under licence for short voyages.

A Chinese married woman, living at No. 7, Amoy Lane, Wanchai, yesterday committed suicide by taking a large dose of opium. The remains were removed to the Mortuary.

To the list of medical practitioners there have been added the names of Dr. C. P. X. da Rosa and Dr. Edward W. J. Sun, both of whom are Bachelors of Medicine and Surgery of the University of Hongkong.

The Gazette notified that Hongkong Volunteer Regulations have been amended by the substitution of "Machine Gun Company" for "Infantry Company" under the heading "Corps Units" in regulation 3 (1).

His Excellency the Officer Administering the Government has appointed Mr. C. D. Melbourne to act as Registrar, Supreme Court, Official Administrator and Registrar of Companies and Official Trustee, vice Mr. H. A. Nisbet.

Two lots of Crown land are to be sold at the P.W.D. offices on July 9th. These are New Kowloon Inland Lot 1138, at Shamshui (area 6,910 square feet, and upset price \$10,350); and Kowloon Inland Lot 2122, at Lai-chik Road (area 9,036 square feet, and upset price \$18,072).

Probate in respect of the estate of Wai Ming-kai, cashier, who died at 27, Wungneichong Road, on February 23, 1928, leaving Hongkong estate to the value of \$13,100, has been granted to the widow, Pun Chuk-kwan, of 11, Wungneichong Road, to whom everything is bequeathed.

A Chinese who had two previous convictions and had been deported from the Colony, was sentenced to nine months' hard labour and 20 strokes of the birch by Major C. Willson this morning. It was stated that he entered the first floor of No. 5, Chuenyee Lane yesterday, and was caught on the premises, on the return of the tenant, a Chinese woman, who had gone out to fetch a detective.

The health bulletin of Eastern ports for the week ended June 16, issued by the Director of Medical and Sanitary Service, gives the following cases, the figures in parenthesis indicating deaths: Plague, Tainateva 6 (4), Bassin (1), Bombay (1), Rangoon (8), Saigon 5 (1); Cholera, Bassin (8), Bangkok 3 (2), Calcutta (86), Madras 1, Rangoon (5), Saigon 1, Tourane 1 (1); Small-pox, Bombay 15 (8), Calcutta 22 (16), Madras 9 (1), Mouleim 5 (4), Negapatam 9 (2), Rangoon 3 (1), Vizagapatam 4, Pondicherry 3 (3), Belawan Deli 2, Bangkok 1, Shanghai 6, Osaka 2, Dairen 11 (4), Mukden 3.

KWANGTUNG BANDITS.

TOWBOAT PASSENGERS KIDNAPPED.

A passenger and cargo towboat, named the Shee Lee accompanied by a steam launch, while on a trip from Canton to the Sun Wui district, was seized by bandits in the Lan Tai Shun waters a few days ago.

After ransacking the vessel the bandits made off, kidnapping a number of passengers.

Bandits are said to be most active in the Lan Tai Shun districts, enforcing, on all towboats passing there the payment of sums ranging from \$50 to more than \$100 per trip.

LETTERS FROM HONGKONG.

10.—Ceylon and the Malay Coast.

At two o'clock on a Thursday afternoon we caught a dim sight of the tops of the island mountain at the horizon thirty to forty miles away. As we drew closer, the mountain disappeared, and Ceylon looked flat, but green, in marked contrast to the other Eastern places that we have passed. From the boat it had rather a European look, due probably to the factories, engineering works, and coal dumps that surround the harbour. For the first time, we were not attacked by swarms of little boats, trying to sell things. Instead, the rowers, in untidy craft, competed with two or three evil-smelling and hard-labouring motor launches for the privilege of taking us ashore, our good ship being moored in the middle of the harbour.

We chose one of the motor launches (day ½ rupee, night ¾ rupee) and proceeded by a series of splashing explosions, each of which seemed likely to dismember the ancient structure of the boat, to the quay, a very permanent edifice of stone, cement, and iron, with a vague resemblance to Charing Cross Bridge.

Here at once began one of the features of Colombo, from the point of view of the tourist, viz.—a continual stream of solicitation from guides, government and otherwise, (the government guides being reinforced by a printed pamphlet warning you not to be led astray by any other) taxi drivers, beggars, hawkers, shopkeepers, and ricksha men. Two of these latter worthies followed us solemnly during the whole of our walk, talked to us, implored us to ride, mentioned all the edifying sights we could see if only we would entrust our locomotion to them, got in our way, and hung about outside any shop we entered, waiting to resume the contest as soon as we emerged. We won, but we began to learn the reason for the apparently rude detachment of the European from the native Asiatic.

Though the flat country round Colombo was disappointing, the streets were not. In the three hours around sunset time the colouring was more lovely and vivid than anything I have seen. Trees with leaves strangely shaped to our uneducated eyes, line all the streets with a fresh springlike green; foliage is everywhere, with many flowering shrubs, heavy, luxurious flowers. Some of the houses are a rich creamy yellow; a little further there is a blaze of something like mahogany, but with a red brilliance never met with in mahogany; anon, round a corner, stand a facade of soft, pale blue laid hidden in hanging leaves. Many of the low roofs are covered with wonderful old tiles whose reds and oranges seem steeped in colours that almost live in the rich, warm atmosphere. At the end of a side street, there was piled a massive cloud, lit up with the orange fires of the dying sun. There was no wind and the air hung still and hot, filled with all manner of scents and a background of something like incense.

We chose a little shop, not quite so solicitous as the majority, to buy our postcards, and Mary also fell for a bullock cart and a catamaran. At the General Post Office, an imposing building opposite Government House, an aged official led us to the stamp merchant, bought our six cent stamps for us, licked them and stuck them on. Where else does official courtesy rise to such kindly details as these? We turned homewards, leaving the crowds of lovely shops—silks of every colour, jewellers by the score, wonderful brass trays with designs inlaid with coloured enamel, millions of elephants crossing bridges in ebony and ivory. To the quay, the explosive motor launch, and the ship—home. Mary says she doesn't want to get off at Hongkong. The ship is a friendly place which we know all about. Beyond us life seems very vast and uncertain.

We learnt "Moll Flanders" to the C's. Dr. C. frankly enjoyed it. Mrs. C. was at first not quite sure. It was "very interesting." She thought it was nicely written. (That anyone but Eustasia could have said that!) But she wasn't sure that she would read it all. She might run through it. It was perhaps rather hard reading. Perhaps it would take rather a long time. Would I be wanting it back soon? Perhaps she had better return it to us? I assured her I had plenty of books to get on with. Later she seems to have got a

better hold of it; not that she quite understands what Defoe is driving at.

Do you think it is a true story or that he invented it? Anyway, she got to know so many men. I don't see how she could have loved them all—do you?

Yesterday we sighted land again: two steep, thickly-wooded islands north of Sumatra, and a few isolated rocks lying about the sea. Behind, we could see Sumatra's mountains floating dimly above the clouds and in no way connected with the earth. The sky was overcast and everything was dark and very nearly colourless. One of the islands had a lonely looking light-house settlement; the other appeared uninhabited. On the one with the light-house, clearings in the jungle could be seen, with green grass instead of trees, but on the other there was no break in the hot heavy forest.

Clouds hung over the summits and little puffs of steam rose slowly here and there from the damp foliage, and there seemed to be no wind to blow them away. The sea splashed lazily on a line of white rocks that bared themselves like teeth round the base of the dark mass. The whole land lay still, heavy, and dull, and set one imagining swarms of snakes and unknown creatures sliding about in the gloom under the sunless heat.

The coast of Malaya gradually recedes behind a series of hilly islands. For hours on end we hung over the rail and watched it pass, green, dark, and mysterious. Driftwood of all kinds floats past us, trunks of trees, bits of coconuts, many-hued jelly fish. How long, I wonder, do they remain, blown up and down this narrow sea? Trade has passed it by, and this particular bit has no "strategic value." The thrill of gazing into the unknown came upon us once more, and with it a sense of vague dissatisfaction. Why this persistent urge towards civilisation?—improvements, facilities for trade, enhanced land values, up-to-date building propositions. Passing these unmoored coasts we exclaim these unmoored coasts we exclaim the "development spirit" that surely the "development spirit" which we await in Hongkong, which we know, already has trams, motor roads, banks, clubs, and a flourishing daily Press. What we cannot ask ourselves, with that naive hopefulness wherewith man always faces the most dismal prospect, is—there is there anything left at all, is there a life that preceded us in that uncivilized corner of China? We can only wait. For the present we have enough and to spare of civilization within our little floating world.

Our daily wireless bulletin is dated from London or Rugby, but I suspect its origin is sometimes further from home.

Yesterday we learnt that an American girl had administered arsenic to her mother in a nursing home. For her defence she relied on the plea that her mother was suffering great pain from an incurable disease, and not on the alternative pointed out by H. viz. that she gave it unwittingly as the usual form of local gin.

To-day we had information about the scarf of Isadora Duncan, the dancer, which has changed hands several times recently, on the Riviera. It appears to bring luck (at the tables) to whoever possesses it, though it brought misfortune to Isadora, who, as the bulletin reminds us, was strangled when the scarf caught in the wheel "of the auto in which she was speeding." This dated London—2 a.m., and it has never been brought home to me, so forcibly that London speaks a foreign tongue at 2 a.m.

We took on board at Colombo two Shanghai merchants' wives, one of whom, a retired dancer, is retired in no other way. I am minded, in a fit of perversity, of some observations by M. Marcel Proust, that aesthetic Frenchmen, regarding "certaines personnes d'une grande distinction naturelle... Elles ont quelque chose de souple et de secret. Puis, leur perversité donne du piquant aux occupations les plus innocentes, comme se promener en nuit, dans des jardins." The perversity lies in the fact that there is very little "de souple et de secret" about us, and possibly even less "grande distinction naturelle." But perhaps we are too exacting, for there are no gardens on the sea; only the bare decks and rows of cabin doors.

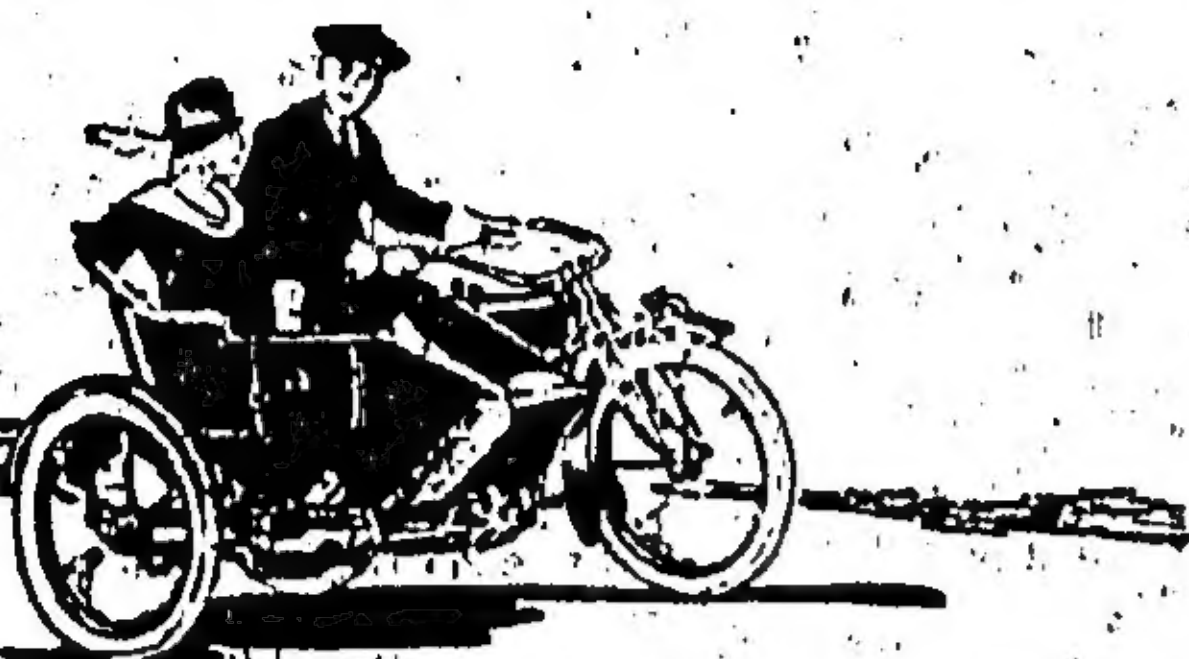
Berlin has arranged for a 6 per cent loan of £3,000,000 with an American consortium led by Brown Brothers and Co., of New York, to be paid off in 30 years.

Chief Stoker William George Wake, of H.M.S. Warspite, died by asphyxiation recently while working in the underwater protective bulges of the ship.

Edward Stewart Stratton, aged 15, of Hall-road, Chadwell Heath, Essex, a cadet at Brenwood School, fell down the steps at Brentwood Station and died recently.

Col. W. J. Maxwell-Scott, of Abbotsford, Melrose, a great-grandson of Sir Walter Scott, is to be promoted to major-general.

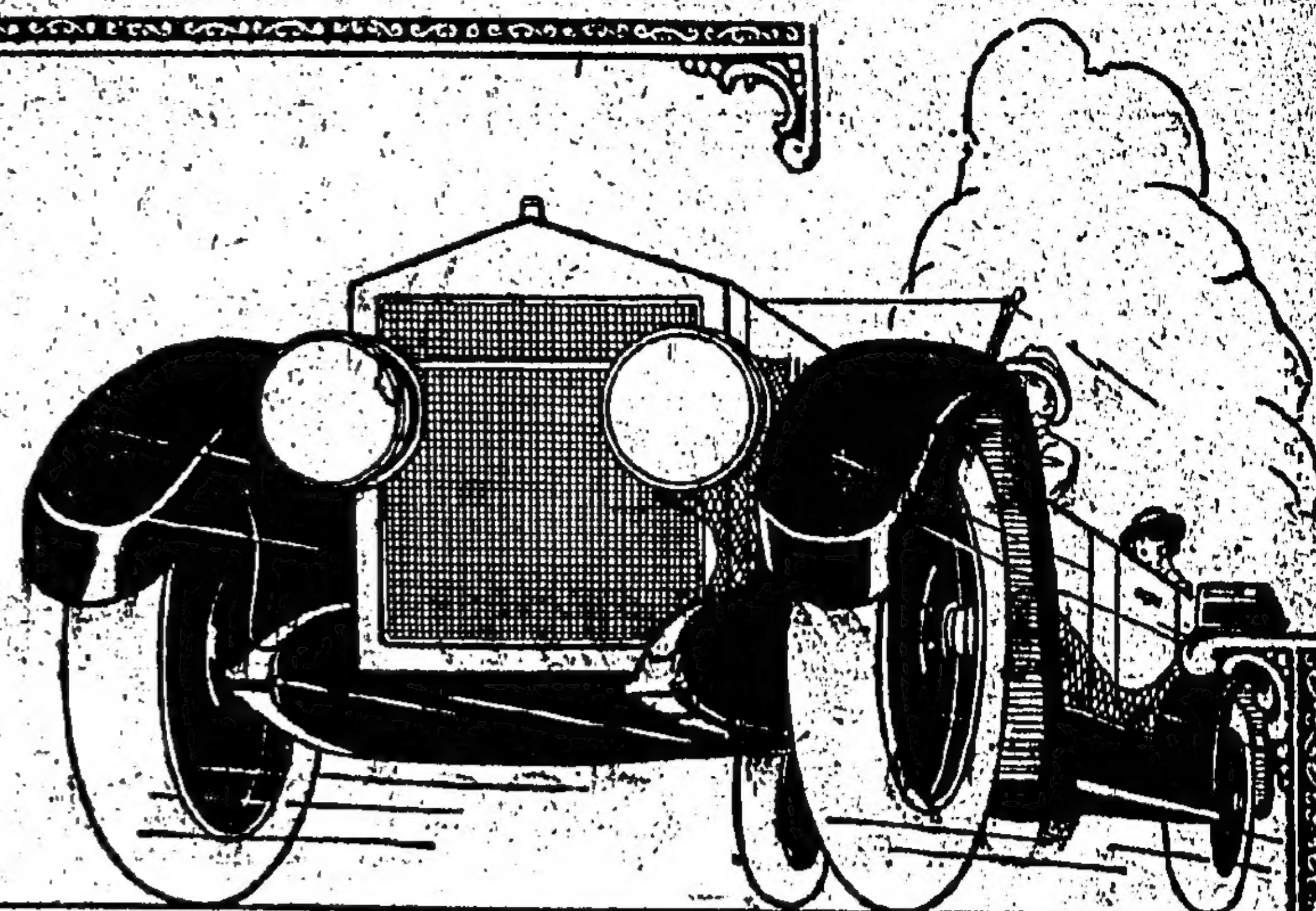
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY 23rd JUNE, 1928.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Call Box Wanted.

It has often been brought to our notice that, apart from hire cars obtainable from garages, there are no facilities in Hongkong whereby a resident who desires to call a public car can telephone for one. Most of the garages close at midnight and after that hour it is impossible for any person living out of the centre of the town to get into touch by telephone with either the public hire cars on the streets or the taxicabs. It has been suggested to us that this is a serious omission in the organisation of public hire car services and that something ought to be done to remedy matters. One proposal made is that the Traffic Department might be responsible for the provision and maintenance of a call box—say somewhere near Blake Pier—recouping itself for the cost by making an extra charge against all public hire vehicles. Of course, if the drivers of our public cars had properly organised themselves they would have made provision for telephonic orders long before now, but they are, as is well known, divided among themselves. We have heard the fear expressed by those operating taxis and public cars that the provision of a telephone for call orders would on occasions be abused by some perverted humorist who would think it funny to call up the number and send a car on a long distance on a false call, but we do not think that this kind of senseless annoyance would be experienced to any great extent. It is certainly true that with many cars waiting in the centre of the town for orders after midnight and with more than one resident at such places as Happy Valley, the Peak, Pokulum, etc., desirous of getting a car sent out, there is no method by which contact can be effected. It is a serious flaw in our transportation services and one that ought to engage the sympathetic consideration of all concerned.

Road Improvements.

The work of improving the corner on Stubbs' Road, at Magazine Gap, is rapidly nearing completion. The work of setting back the retaining wall has been finished and a P.W.D. roller is now at work conditioning the extra piece of roadway that has been added. It is a very fine improvement and should do away with the necessity of stationing a traffic officer at the spot. It is also now possible to get a very good idea of the tremendous improvement that will be effected when the work at the eastern end of Kennedy Road and by the Royal Naval Hospital is completed. Progress seems to be rather slow, but it is a very big undertaking, and it is obvious that the P.W.D. is going to make a good job of it. We noticed last week-end that there is some further patching being done on the road between Laichikok and Castle Peak, but one cannot resist the conclusion that the Government is just "niggling" at what ought to be a big re-conditioning scheme.

New Form of Licence.

With the beginning of a fresh licensing year, a new form of licence is to be issued to drivers of public motor cars. Up to the present these licences have been printed on a single sheet of paper with reservations for endorsements and inspections, valid for one year. Considerable difficulty has been experienced with this form because it easily became torn or was lost. The new licence will take the form of a small book about six inches long and four inches wide. This book, which will be valid for four years, contains space for the usual reservations on separate pages. It is believed that this type of licence will be a great improvement on the old method. It will be convenient to carry. If the new form is a

success it will be issued to private motor car drivers in 1929 and motor cycles in the following year. The private licence will be much the same as the public the main difference contemplated being that the former will be smaller.

Engine Numbers Wanted.

With the commendable idea of perfecting the means of recovering stolen cars and tracing any alterations which might be effected in any particular car, it is required that all owners, when applying for their new licences on July 1, should notify the police of the numbers imprinted on their engines. The engine numbers of new cars that have recently arrived in the Colony have already been recorded and also a considerable number of others but the majority of the older vehicles have not had their numbers registered. It is in the interests of the owners themselves that the police are putting this scheme into operation, as in the event of a car being stolen it can be readily identified by the engine number, provided of course that the engine itself had not been changed, which would be extremely improbable, and in Hongkong practically impossible. Cases have been known where ordinary number plates have been taken from one car and fixed to another with resulting doubt that could have been removed had the engine numbers been known.

Limiting Public Cars.

Now that taxicabs have made their re-appearance in the Colony and as others are to follow it would appear to be reasonable if the Traffic Department placed a limit on the number of other public hire motor vehicles. Chairs and rickshaws are limited to what the authorities consider an adequate number and there is every argument in favour of a similar principle being applied in the case of motor vehicles. There is no doubt that the standard of public hire cars is quite high and that they serve a public want but unless a limit is put on their number we shall have even more overcrowding and jostling on the public stands than now. Some might argue that it should be left to the law of supply and demand to exercise its own regulation of numbers, but we are inclined to think that intelligent direction in this matter is, as in so many others, better than a policy of laissez-faire. As our cars go off the road, through being deemed unserviceable, new public hire licences could be issued in rotation, thus maintaining the present excellent standard.

South China Market.

There continues to be excellent reports from Canton and throughout the provinces of Kwangtung and Kwangsi regarding the extension of motor roads. The Department of Highways at Canton has very kindly sent us a long article and map explaining the projected schemes of road construction in Kwangtung and if all the work is carried out according to plan there should, in the course of a few years, be a fine network of main roads throughout the four districts into which the province has been divided. We learn this week that the new motor road from Wuchow to Nanning, in Kwangsi, is being opened to traffic and that it is possible to drive for over 100 miles along it, although the surface is as yet indifferent. At Kwangchow, in the south of Kwangtung, excellent progress is also being made with roads and it is evident that in a few years' time the South China market for motor vehicles will be a very big one. All of which is good news for enterprising local agents.

Third Party Risks.

There has been much comment this week regarding the suggestion

that all public hire vehicles in this Colony should be insured against third party risks, as are the present taxicabs. It is admitted that many car owners and drivers have little or no means beyond the value of the car they operate and that if unfortunate enough to be involved in an accident could not hope to pay anything in the way of compensation to injured persons. We understand that, officially, it is deemed to be a step in the right direction to compel public hire cars to be insured in order to safeguard the public, and this is a viewpoint with which the majority of motorists will undoubtedly agree. There is no doubt as to its worthiness as an expedient, but the view is held in other quarters that, so logical, the authorities ought to insist on insurance by rickshaws, truck pullers and others of no monetary substance who use the streets to the possible danger of pedestrians. "All or none" is what they say should be the attitude, but the matter should be reduced to one of reasonableness, and on that score the suggestion regarding public hire motor vehicles will doubtless be accepted by the majority of residents as being a worthy one.

Road Up Again.

A lot of inconvenience has been caused this week by the state of Queen's Road Central, near its junction with Pedder Street, owing to the fact that it has been "up" for the purpose of cable laying. The road is narrow and dangerous and, although we fully realise the necessity of laying cables, it should be interfered with as little as possible. Almost every few weeks there is a recurrence of this trench digging on behalf of either the Government or the public utility companies and it does seem a pity that this work cannot be better co-ordinated. Scarcely has the tarmac hardened on one side before the other is again being picked up. Perhaps in the future, when we reach a more ideal state of affairs, there will be a tunnel under every street for the purpose of housing all necessary pipes and cables. Road transport has now developed to the pitch where something ought to be done to prevent this frequent interference with traffic. At any rate, for the immediate moment, we hope to see Queen's Road put back into usable repair as quickly as possible.

Senseless Obstruction.

Last Sunday afternoon a large number of Chinese were busily engaged in carrying branches cut from trees, with a considerable amount of foliage attached, at the top of Waterworks Hill and for a short distance down the Shatin side of the hill. To the average motorist, who has become accustomed to this road to this bazaar of protruding branches obstructing the roadway and his view, this would not seem unusual, but the great amount of obstruction caused on Sunday at several of the most narrow and dangerous corners on Waterworks Hill calls for strict censure. Not content with carrying their huge bundles in such a manner as to obstruct fully a quarter of the roadway, the people concerned had stacked dozens of these bundles on both sides of the road at several of the most dangerous corners. At one or two of these corners the reduction in the available width of the road was such that two cars could not have passed. In addition, at the top of the hill just before the descent to Shatin, a Ford lorry had been parked on the side of the road into which the bundles were being placed and on the other side was a stream of Chinese carrying bundles of wood. The view from both directions was completely obstructed and there was room for just one car to pass between the lorry and the carriers. This was one of the most flagrant cases of careless obstruction that has come to our notice. Seemingly, no attempt whatever was made to supervise this work. It is high time that steps were taken by the Department concerned to prevent Chinese wood-carriers from acting in this highly dangerous manner.

DIDN'T BELIEVE IN INSURANCE!



This isn't an insurance ad—but the owner of this car refused to listen to Oakland (Cal.) agents' importuning him to take a policy. A week later, the car's brakes slipped on an incline, and it wound up in this manner, wrapped around a metal pole.

ROAD TRAFFIC HAMPERED.

Home Law Out of Date.

The private motorist is so used to grumbling about the various iniquities of the 1903 Act, which still governs the behaviour of all road users, says the *Motoring Correspondent* of the *London Morning Post*, that he does not give a thought to some of the regulations which continue to hamper commercial motor transport in this country.

At a time when everyone is agreed that road transport is of vast importance, it is interesting to note that no vehicle over two tons in weight may travel at more than 12 miles an hour. Many observant motorists have been amused, after having pursued a motor-omnibus at about 30 miles an hour, to see the legend "Speed 12 miles an hour" painted on the side of the chassis. This little reminder, which has to be placed on every vehicle over two tons in weight, means exactly nothing.

Consider what would happen if every vehicle of over two tons did rigidly conform to this speed limit. Motor transport would become a joke, and the railways would have it all their own way.

Fire Engine's "Limit."

London omnibuses, though it is true that their schedules do not allow for an average of more than 12 miles an hour, would never be able to keep anywhere near this schedule unless they could exceed the speed frequently. London streets would literally be blocked with crawling omnibuses, and traffic congestion would be double what it is at the moment.

As a matter of fact, there are few commercial vehicles which do not exceed 12 miles an hour, for nearly all the time they are on the road, while daily, with the advent of the new motor-coaches, the speed of these giant vehicles goes higher and higher. Whether this is a good thing or not is a matter of opinion, but the fact remains that if this speed limit could be rigidly enforced heavy road transport would cease to be of any use.

To cap the whole matter, I noticed the other day at a certain London fire, after an engine had come roaring up at a speed which

NOISY MOTORISTS.

Shanghai Doctor's Experiment.

The Police in Shanghai have recently distributed to motorists handbills in English and Chinese, pleading for less noise when passing the military hospital.

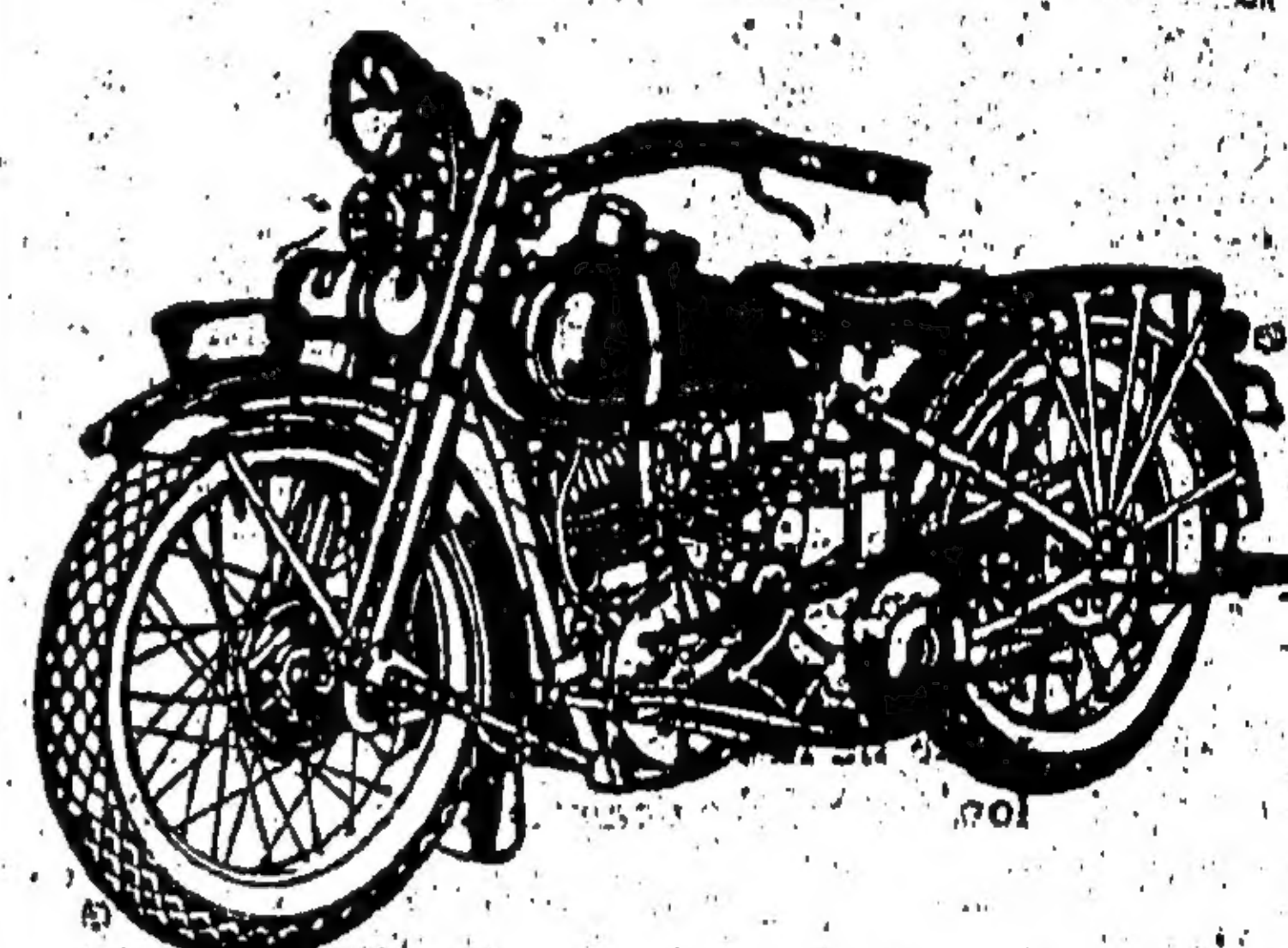
Just as a reporter, says the *N. C. Daily News* was entering the Municipal Building in Hankow Road, a doctor jumped out of his motor car, waving one of these bills and calling out that he had a little story to tell. He told that he had been experimenting for two days, and the results were interesting. One morning he drove through all the principal streets in the Central District, out to the far end of the French Concession, back and through the busy Chinese streets of the Central District again, and he did not sound his horn once. In the afternoon he drove through the Yangtzepoo and Eastern Districts, and blew his horn only once, and that, he said, was automatic, for he found it difficult to concentrate. He repeated the experiment the next day, when he blew the horn twice only, and again on one occasion it was automatic, for he said that, when concentrating, he found it a great temptation, which, of course, could be overcome with practice and patience. What he particularly noticed was that really there was no occasion to sound the horn. Whilst the two were talking, three motor cars, Chinese driven, passed down the road, all with their horns sounding continuously. There was very little traffic in the road (which is quite wide) and all moving in the opposite direction and no pedestrians crossing, which shows that horn-blowing is sheer force of habit. The medical man ventured the interesting opinion that there would not be any more accidents if horns were barred altogether. Whilst making his experiment, he drove for a large part of the way at 30 miles per hour and did not find himself in difficulties at all.

7-SPEED TRANSMISSION.

The latest Pierce-Arrow truck has a seven-speed transmission, with five speeds forward and two reverse.

can best be left to the imagination, that it bore the somewhat misleading legend "Speed 12 miles an hour."

Our next shipment due here 15th July, per
"PRESIDENT ADAMS."



HARLEY-DAVIDSON CYCLES

We will have then the following Models in stock.

1. 7-9 H.P. Harley-Davidson and Parcelcar model MX. (This cycle is sold to the Macao Post Office. Local firms who may be interested in parcelcars can make arrangements for a demonstration before we ship the cycle to Macao).
1. 7-9 H.P. Harley-Davidson Combination Single passenger sidecar.
1. 9-12 H.P. Harley-Davidson Combination Double passenger sidecar.
3. 8 1/2 H.P. Harley-Davidson Singles. (Twin Ports Exhaust Nickel Plated) equipped with nickel-plated speedster handlebars, speedometer, ammeter, luggage carrier, front stand and all the latest Harley improvements. ONLY \$650.00.

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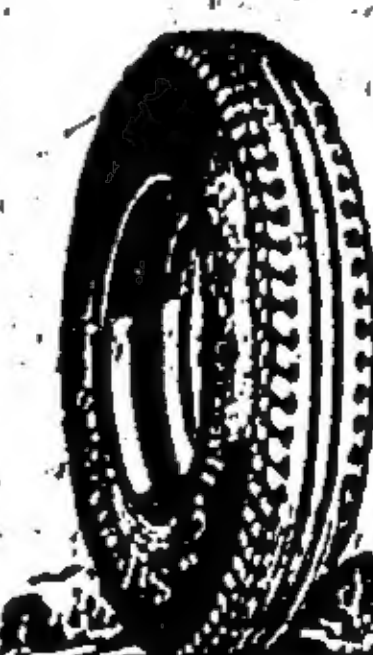
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More health—more happiness

—less cost

per mile!



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"Best in the Long Run"

If you use your car to get out in the open—you'll get an extra measure of health and happiness for your money in GOODRICH SILVERTOWNS.

These tires give you more hours, more days and months of pleasure—more miles on the open road. They last longer—and so every hour you drive costs less.

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He wants to please used car purchasers because he knows that satisfied used car customers are prospective new Buick buyers.

The man who buys a good used car—honestly represented—at a fair price—receives splendid value in transportation.

In his enthusiasm for the car he has bought, and the value he has received, it is only natural for him to look upon the dealer as his friend.

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Add that is good business—for the Buick dealer, as well as the used car buyer.



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WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM

THE FORD FINISH.

The Use of "Pyroxylin."
The "pyroxylin" finish of the new Model "A" Ford cars is the result of many years of experimental and testing operation in the Ford laboratories and paint shops.

Pyroxylin is a lacquer with a cellulose base, and like most lacquers now used in the finish of automobile bodies, is a great improvement over the old paint and varnish finishes that used to crack, "check" and fade under exposure to weather.

But more than five years of experiment and testing under all sorts of weather conditions have developed methods of mixing and applying pyroxylin so as to utilize to the fullest possible degree all of its natural advantages.

The result is a uniform, smooth, durable finish in attractive and lasting colours which has attracted particular attention wherever the new Model "A" Ford cars have been seen.

Long before the Model "A" Ford car was designed, the Ford Motor Company was experimenting with pyroxylin. For several years approximately 300 company service cars painted with various pyroxylin finishes have been under observation by the testing laboratory in the Highland Park paint factory. One of the earliest of these cars, after five years of exposure to all sorts of weather, still has an excellent, fast colour finish that shows no trace of "checking" or peeling.

To-day before the new Ford car is given its final dress of colour, both the pyroxylin which goes on the body and the enamel with which the fenders are finished are given a chemical analysis and artificial and natural weather tests. These analyses insure uniform flexibility and adhesive quality.

Utmost care is used to insure non-fading and uniform colours. Both raw pigments and finished lacquers are tested in a specially designed "fade-o-meter" for fading and durability. They are also examined both before and after the above tests in a colour analyser. This, splitting any colour into its simplest hues, detects and accurately measures the slightest fading or other variation from standard.

The weather and durability tests are interesting. The system gives, in a period of 100 hours, a test equivalent to about twenty days of exposure to weather. Panels painted with pyroxylin pass from ordinary room temperature into a dust chamber where they are sprayed with wind-driven dust similar to that likely to be encountered in dust storms. Then they are subjected to ultra-violet rays much like those of the sun, but of far greater intensity. Next they are sprayed with warm water, after which they pass into a chamber in which the temperature is 15 degrees below zero. This complete cycle is repeated over again each two and a quarter hours for 100 consecutive hours.

In addition to this severe artificial weather test, the test plates are exposed for long periods of time on the roof of the factory. Here the effect of sun, wind, rain and snow are carefully observed, and a very close relation between the real and artificial weather tests obtained.

AN AUSTRALIAN RECORD.

Made by Motor Editor.

Tradition has it that "the newspaper reporter gets there first." Now newspaper history has recorded an instance where a representative of the press "made" a story to order for his paper.

The "story" was developed on April 4 in Australia, when Norman Smith, motor editor of The Sydney Sunday Times, shattered all Australian west to east transcontinental records driving a strictly stock model Studebaker Commander Roadster.

Smith drove The Commander from Fremantle to Brisbane—3711 miles across Australia—in 147 hours and 32 minutes. He not only broke three previous Australian records in the cross-country run, but established four new marks. Studebaker now holds 48 Australian speed and endurance records for automobiles regardless of power or price. The transcontinental record was made in spite of losing approximately 36 hours due to rain and impassable roads.

The run started from Fremantle, West Australia, and extended eastward along the coast to Adelaide, South Australia; south to Melbourne, Victoria, and then north along the eastern coast through Sydney to Brisbane. The first mark fell at Adelaide, when Smith and the Studebaker Commander covered the 1850 miles between Fremantle and Adelaide in 64 hours and 33 minutes, lowering the previous record between these points by 5 hours and 33 minutes. At Melbourne, the Fremantle-Melbourne record was lowered by 15 hours and 20 minutes. The Commander completing this 2453-mile leg of the run in 82 hours and 55 minutes.

After travelling 3106 miles in 106 hours and 43 minutes, Smith and the mud-covered Studebaker rolled into Sydney with still another record—breaking the best previous Fremantle-Sydney mark by 12 hours and 22 minutes. At Brisbane, The Commander had covered 3711 miles in 147 hours and 32 minutes, thereby setting a new west to east transcontinental record for Australia.

Other marks which fell before the onslaught were Adelaide to Sydney, 1181 miles, covered by The Commander in 41 hours and 13 minutes; Adelaide to Brisbane, 1934 miles, 32 hours and 2 minutes; and Melbourne to Brisbane, 1325 miles, 62 hours and 37 minutes.

The new transcontinental marks are the second series of triumphs for Smith and The Studebaker Commander in Australia in less than a month. On March 15 at Lake Perkolilli, West Australia, he drove a Commander Roadster 1701 1/2 miles in 24 hours, an average speed of 70.8 m. p. h., to break all Australian speed and endurance marks for 24 hours and lower all records for 100 to 1700 miles. The run was made under observation of the West Australian Royal Automobile Club.

In the United States, The Commander distinguished itself as the world's champion car when it travelled 25,000 miles in less than 23,000 minutes. Nothing else ever travelled so far as fast. During the last three months of 1927, strictly stock model Commanders set 50 new records for endurance and speed.

More Drunken Drivers.

The licenses of 1636 persons were revoked in New Jersey during 1927 for drunken driving. Only 1254 licenses were revoked in 1926 for the same cause.

THOSE MAP "EXPERTS."



MORRIS COMMERCIAL CARS

LIST OF LOCAL OWNERS.

| | |
|-----------------------------|-----------------------------------|
| Asiatic Petroleum Co. | 1—Type Z5 30 cwt. Tank Truck |
| Canton Government | 10—Six Wheeler 30 cwt. Transport |
| Cheung Mei Bus Co. | 1—Six Wheeler 18 pas. Bus |
| Cheung Mei Bus Co. | 1—Type Z5 16 pas. Buses |
| China Motor Bus Co. | 2—Type Z5 16 pas. Buses |
| Dodwell & Co., Ltd. | 1—One ton Open Body Truck |
| Kowloon Motor Bus Co. | 2—Type Z5 16 pas. Buses |
| Nam Hing Motor Bus Co. | 2—Type Z5 16 pas. Buses |
| Nam Hing Motor Bus Co. | 1—One ton 12 pas. Bus |
| "Nestle Chocolate" | 1—One ton Panel Truck |
| Ruttonjee & Son, Ltd. | 1—Type Z5 30 cwt. Open Body Truck |
| Sincere Co. | 2—Type Z5 30 cwt. Trucks |

1 TON MORRIS 13.9 H.P. 10' 2" W.B.

| | |
|---|------|
| Chassis completely equipped with 32" x 5" tyres ... | £235 |
| Lorry complete with Cab and drop sides ... | 295 |
| Tipping Lorry complete with Cab ... | 310 |
| General Utility Vehicle complete ... | 325 |
| Standard Van complete with Cab ... | 335 |
| De Luxe Van complete with Cab ... | 350 |
| Bakers Van complete with Cab ... | 370 |
| Furniture Van complete with Cab ... | 370 |
| Ambulance Type A complete ... | 430 |
| Favor Van complete ... | 450 |
| Colonial Ambulance complete ... | 485 |
| Charabanc for 14 passengers ... | 510 |
| Hotel Bus Type T1 ... | 515 |
| Bus De Luxe ... | 570 |
| Special Saloon Bus Type D3 ... | 575 |

30 CWT. MORRIS 15.9 H.P. 11' 6" W.B.

| | |
|---|------|
| Chassis Z5 with 32" x 4 1/2" tyres, dual rear, F.W.B. ... | £320 |
| Chassis Z6 complete, with 32" x 6" tyres and F.W.B. ... | 355 |
| Type Z5 Standard Lorry complete with Cab ... | 390 |
| Type Z6 Standard Lorry complete with Cab ... | 420 |
| Type Z5 Charabanc for 18 passengers ... | 620 |
| Type Z6 Charabanc for 18 passengers ... | 650 |
| Type Z5 Special Saloon Bus ... | 670 |
| Type Z6 Special Saloon Bus ... | 700 |

30 CWT. 6-WHEELER 15.9 H.P. 11' 8" W.B.

| | |
|---|------|
| Chassis only equipped with 32" x 4 1/2" tyres ... | £538 |
| Chassis with War Dept. type Body ... | 628 |

2 TON 6-WHEELER 15.9 H.P. 12' W.B.

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| Chassis only equipped with 32" x 4 1/2" tyres ... | £555 |
| Chassis with War Dept. type Body ... | 645 |

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|-----------------------------------|--|--------------|------------|-------------------|--------------------|
| Piston Displacement 170.9 Cu. In. | Wheelbase 107 inches | PACKING | | | |
| | NETT WEIGHT | F.O.B. FACT. | EXTRA NETT | SHIPMENT DELIVERY | NETT CASH HONGKONG |
| * CHASSIS 1 TON | 1765 lb. | G\$375 | G\$21 | G\$184 | G\$ 580 |
| * ROADSTER 2 Passenger | 2100 " | 495 | 56 | 219 | 770 |
| * TOURER 5 Passenger | 2160 " | 495 | 56 | 219 | 770 |
| * COACH 5 Passenger | 2430 " | 585 | 45 | 270 | 900 |
| * COUPE 2 Passenger | 2395 " | 595 | 45 | 270 | 910 |
| * CABRIOLET 4 Passenger | 2340 " | 665 | 45 | 270 | 980 |
| * SEDAN 5 Passenger | 2505 " | 675 | 45 | 270 | 990 |
| * LANDAU 5 Passenger | 2475 " | 715 | 45 | 270 | 1020 |

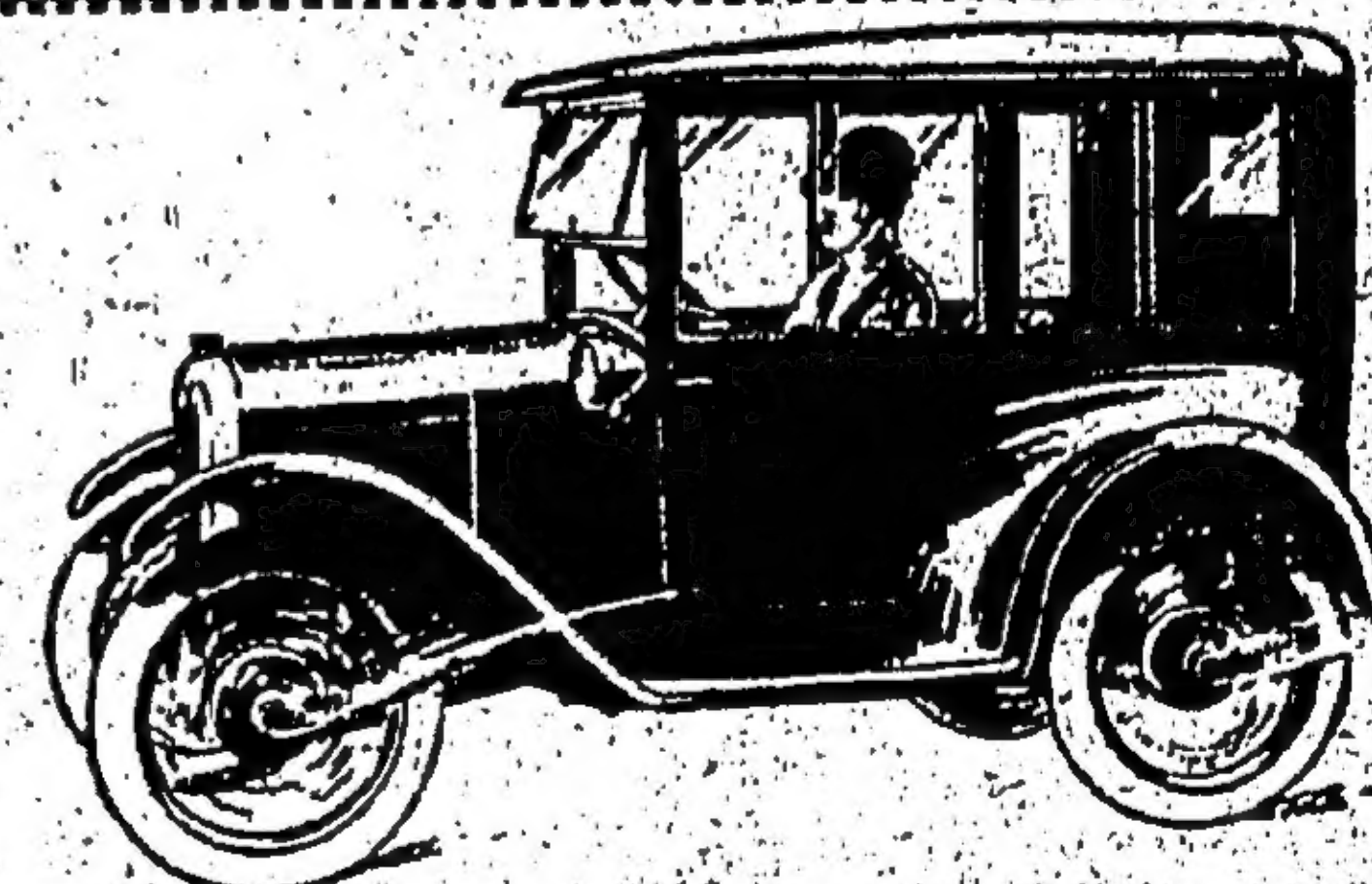
* Hongkong Price includes spare rim Tire and Tube, Right Hand Drive.
* Hongkong Price includes spare rim Tire and Tube, Bumper, Bull Horn, Drain Deck Top, Right Hand Drive.
* Hongkong Price includes spare rim Tire and Tube, Bumper, Bull Horn, Right Hand Drive.

SERIES L. O. "CAPITOL"

| R.A.C. Horse Power Rating 21.7 | Brake Horse Power 35 at 2200 Revolutions | | | | |
|---|--|--------|-------|--------|---------|
| Piston Displacement 170.9 Cu. In. | Wheelbase 124 inches | | | | |
| Chassis 1 Ton nett weight | 2130 lbs. | G\$495 | G\$40 | G\$185 | G\$ 720 |
| Chassis 1 Ton with Cab weight 2500 lbs. | | 610 | 40 | 185 | 860 |

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

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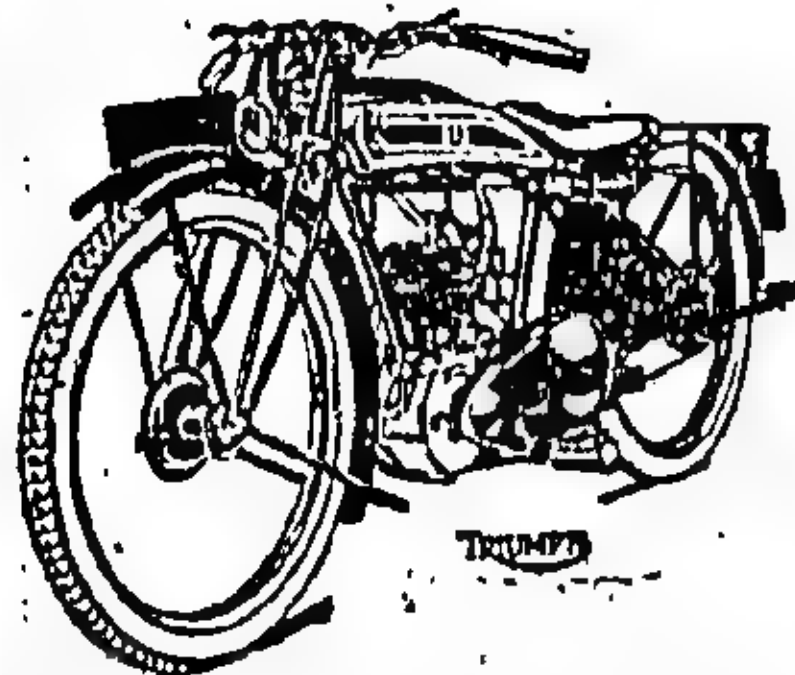


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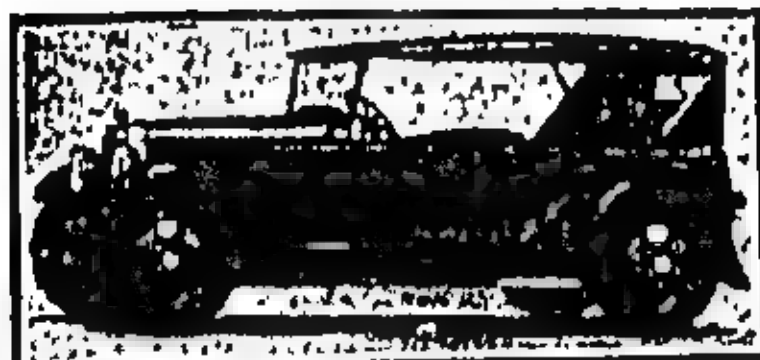
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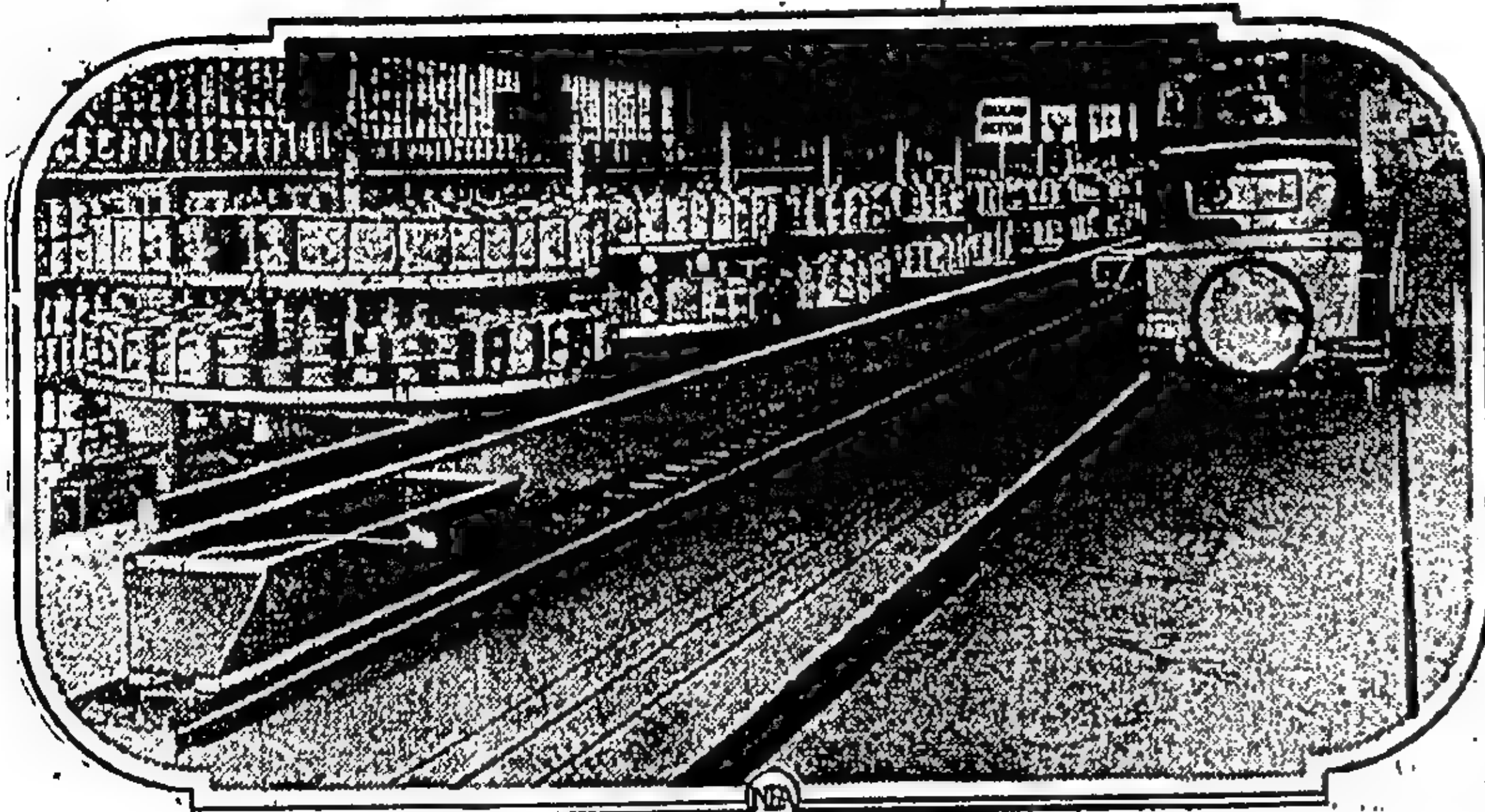
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MARKET FOR MOTORISTS.



The modern "Automarket" at Louisville, Kentucky.

Louisville, Ky., May 15.—How would you like to drive your automobile into a grocery store and make your purchases without being forced to wait for a clerk and without even leaving your seat?

Think of the pleasure of shopping minus the drawback of hunting a place to park and less the discomfort of carrying bundles! This is what residents of Louisville are doing at the "Automarket," the only store of its kind in the world.

The "Automarket" is to the ordinary grocery what the escalator is to the stairway.

The front much resembles any store except for the wide doors on each side. As a car drives up to the entrance, the door automatically opens.

Inside, the automobile is guided into a cement track, just wide enough for the wheels. The customer need worry no longer about his guiding—that, too, becomes automatic.

The groceries, canned goods, fresh vegetables and bakery products are displayed on large disk-shaped shelves which line the left side of the driveway. These shelves rotate slowly, allowing the

customer to see everything on each shelf before he purchases.

Beneath the shelves is a roller bearing track along which the customer drops his packages.

The drive is in the shape of a huge "U," at the bottom of which is a turntable which places the automobile in just the right position to continue its journey up the other side.

Pedestrians may walk along the inside of the row of rotary shelves and make their purchases at the same time that motorists are selecting their goods from the other side.

MOTORING ON THE CONTINENT.

Helpful Police and Hospitable Inns.

A holiday jaunt, whether by car or motor-cycle, on the Continent is a fascinating and sometimes thrilling experience, that can be enjoyed at comparatively low cost.

It is, too, one that no mere rail or road journey could possibly excel, while you gain that intimate and understanding knowledge of other nations, which is one of the safeguards against wars.

Considering the attractions, the element of adventure and the friendly spirit that I have always found greet me when motoring abroad, it is surprising that more lovers of the open have not ventured across the Channel.

I think this is due to the fear of the unknown, a plunge into foreign rules and regulations, languages, and other imaginary snares. These are fictitious, and are in reality no obstacle.

If you decide to tour in France, Belgium, Italy or Switzerland, the formalities are simple: the filling up of certain forms and a deposit of £50 on the car—refunded on return.

Under the present system of car insurance this is practically reduced to a paper transaction, and no longer a financial stumbling block. For the motor-cyclist it is still simpler; no deposit for France and Belgium, and only £10, or its indemnity bond, for Italy, Switzerland and other Continental countries.

The Automobile Association provides *trypique, carnet de passage* for the foreign customs, and international driving pass, at a nominal cost, and armed with these the tourist sets forth. You will be transported to the other side of the Channel, where your papers are checked, petrol will be waiting for you, and within half an hour you have really embarked upon the great adventure.

Both on entering and leaving a foreign country be sure to see that all the documents relative to the car or cycle are properly endorsed by the customs authorities, as omission to comply with the regulations may entail vexatious delays.

The halt at a frontier varies from ten to thirty minutes, according to the climate and the national temperament. Last year I passed the German frontier in six minutes, on the other hand, the year before in North-Eastern Spain, where revolution was in the air, it took me over an hour, but then I had a cinema camera on board and they thought it was a machine-gun!

Driving on the right of the road is the general rule, and if at first you go slowly and keep cool the new condition rapidly becomes familiar. There is no actual speed limit on the Continent, but progress should always be slow through towns and villages.

Experience of the police of eighteen continental countries has proved to me how courteous and obliging they can be, and I cannot recall a single instance of obstruction, even on occasions when, if so inclined, they could have been decidedly objectionable to a foreigner.

Generally speaking, the roads on the Continent are now in good condition, so that you need only carry the spare parts taken on a similar journey at home.

Garage, petrol, oil and mechanics are found almost everywhere, and personally I think the inns and hotels in France and Switzerland are superior to our own. Even in remote villages I have found hot and cold running water, and the proprietor has a welcome for the foreign stranger within his gates.

Last autumn, when motoring through Austria and the Trentino in Italy, where the Italians and Austrians fought each other amongst the peaks and glaciers, I came one night to an old inn with great vaulted archways.

The inn was cosy, and Lucullus could not have given us a better dinner; but there was no garage, and so I asked the proprietor what I should do about the car. "Bring it into my backyard," he said; "drive it through the front doorway."

At first I thought he was joking for I could see no other entrance except the massive doorway which led into the inn. "That is all right," said the proprietor. "We will move the furniture in the smoking-room and dining-room, and you can drive straight through." And so I did!

Then, again, you may run out of petrol, but will generally find a helping hand when you most need it. A short time since I was passing through a vast forest in southern Germany when the petrol gave out. It was raining hard, and the world seemed quite empty. After some little time two stolid German peasants appeared out of the woods, and, seeing the position I was in, promptly went off to a cottage a couple of miles away in the forest and telephoned for supplies.

Within an hour a man arrived carrying a huge tin on a bicycle, from which I refilled. Both these men had fought against us in the war, but they knew the freemasonry of travel.

Now as to the places one can visit, where there is magnificent scenery, good roads, and originality greets you at every turn. The Pyrenees are amongst the travel gems, whilst high up in the central part of that chain of majestic heights and forests you can make acquaintance with Andorra, the world's oldest and, in population, tiniest republic, that has all the glamour of medieval days and all the charm of romance.

Then there are the ancient chateaux and castles of France in the country a hundred miles or so south of Paris, which will take you back to the Middle Ages; the forests of the Ardennes in Belgium, the beautiful uplands and valleys of Switzerland, and the Italian lakes.

All these areas come within easy reach of car or cycle, and the cost of the venture would compare more than favourably with a holiday at home. The outlay, of course, depends entirely upon one's personal tastes and idiosyncrasies, but I know a motor-cyclist who did himself well, had a fourteen days' tour, and the total cost to him was just under £15.—P. T. Etherton.

Tunnel is Busy.

Since last Nov. 13, opening date of the Holland Vehicles Tunnel, to the end of the February of this year, 2,077,698 motor vehicles had passed through it.

AUSTIN 7 PERFORM-ANCE.

A Great Triumph.

One of the things that matter in automobile history was performed when Mr. F. Poppe, captain of the London Welsh Rugby Football Fifteen, drove an Austin 7 from Rootes, Ltd.'s premises at Devonshire House, Piccadilly, London, W.1, to Edinburgh and back in a few minutes under 21 hours, the distance being 878 miles.

This was a demonstration of the road-worthiness of a small British car that is rapidly establishing itself in all the markets of the world. The sort of conditions which had to be met may be gauged by the fact that on the return journey from Edinburgh Mr. Poppe was met by a head-wind of such severity that for thirty-three miles on end he was obliged to run his car on second gear. There was, however, never any sign of overheating, and it was not found necessary to replenish any water in the radiator of this redoubtable little car. The average petrol consumption was just under 36 miles per gallon.

The only departure from standard in the car which did this wonderful run was the fitting of a petrol tank in place of one of the rear seats. This held 13½ gallons of fuel, which is roughly equivalent to the weight of a passenger.

HIGHWAY RELATIVITY.

We may be sailing smoothly along the road, at a steady pace of 20 miles an hour, catching a glance now and then of the beauties of nature beside us, when we are suddenly aware of another motorist coming up from behind and passing us at much greater speed.

Unconsciously, at times, we press our foot down on the accelerator and find ourselves following that motorist at a much higher speed than we intended to travel. Many of us are awakened into a combative or competitive state, so much as to create a desire to speed up and show that fellow ahead what kind of car ours really is.

Here is a study in psychology. It is also a study in relativity. Were there no other motorist on the road, we would never think of the speed at which we happen to be going. But as soon as some other driver passes us we immediately assume a feeling of slowness and inferiority which we must at once overcome.

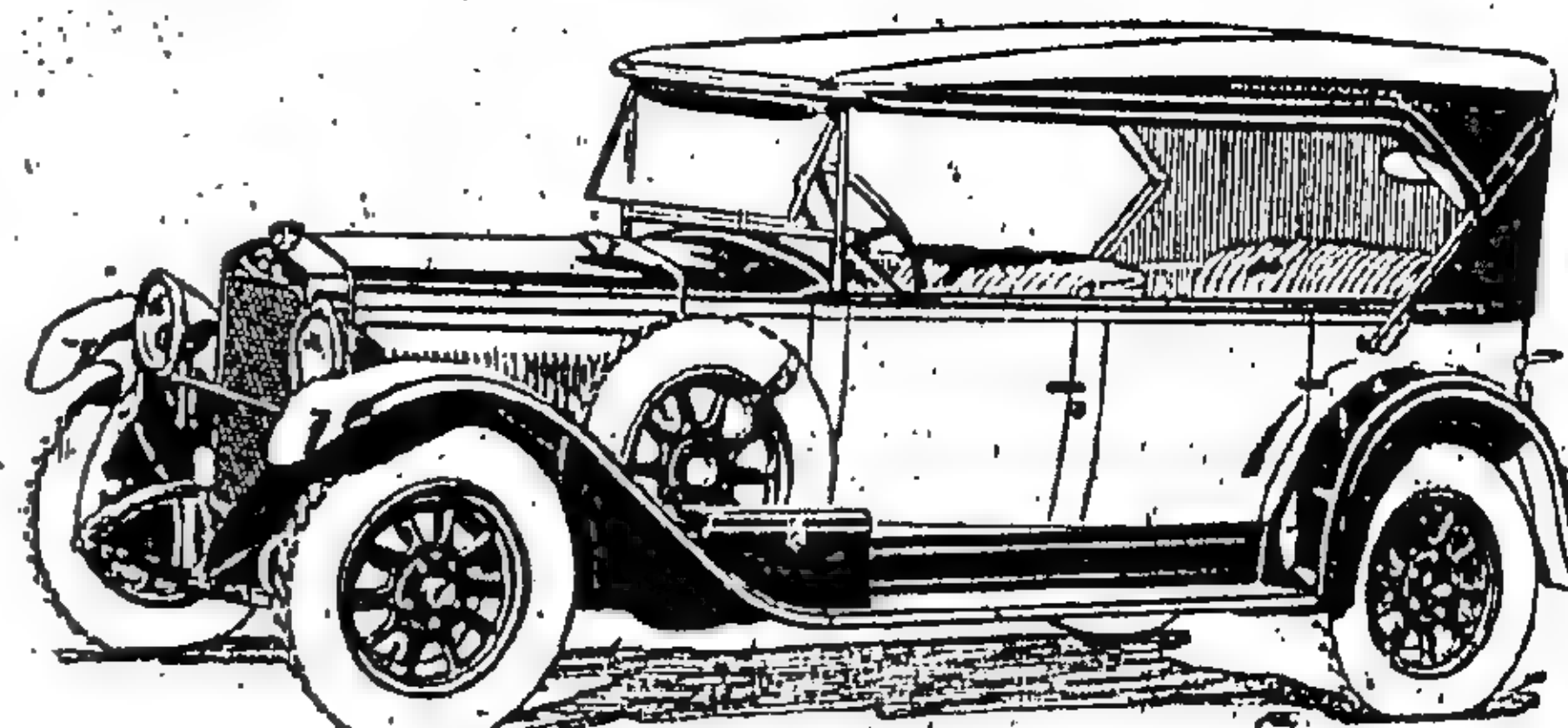
We do so by speeding up. Often this reaction is harmless and soon dies down. But again it may result in the dangerous pastime of racing on the highway. Our consciousness should be awakened in us before we reach this dangerous state.

RIGID PARTS TESTS.

All automobile parts are put through exacting tests. The camshaft, for instance, in one make of car, goes through 49 tests with instruments that measure as fine as two-thirtieths of one-thousandth of an inch.

FIAT

Mod 520



THE FINEST CAR
AT THE PRICE
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THE BEST
EVER PRODUCED BY FIAT.

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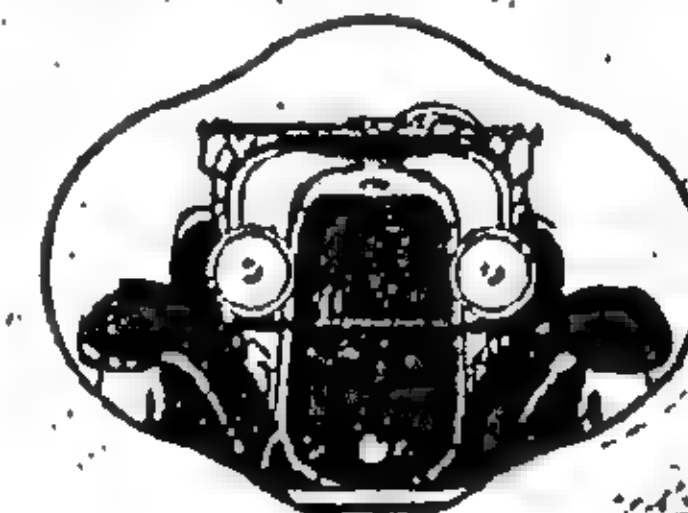
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Four Lovejoy Hydraulic Shock Absorbers—
Radiator Shutters—Bumpers, Front and Rear—

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An Entirely New Model
of Advanced Design.



By offering a car so advanced in design, so modernly equipped and so completely appointed, Oldsmobile has opened the fine-car field to thousands once barred by price.

Not only are there provided the basic elements of fine car performance, beauty and construction—but in addition are included numerous items ordinarily listed as extras. In addition to the added values they represent, these features lend new delight to the power, speed and smoothness of the new Oldsmobile 35 h. p. high compression engine.

They emphasize the impressiveness of Oldsmobile beauty, which expresses the whole new spirit of our times.

Beyond all doubt, they stamp the new Oldsmobile as a unique achievement in fine-car building—a car you will want to drive—and want after you drive it.

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PRODUCT OF GENERAL MOTORS

The Dragon Motor Car Co., Ltd.

Telephone C. 1246-33, WONG NEI CHUNG ROAD.

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THE FINE CAR OF LOW PRICE

Studebaker

HONGKONG DELIVERED PRICES.

ERSKINE SIX

| | |
|------------------------------------|--|
| N.A.C.C. Horse Power Rating 18.15 | Brake H.P. 43 at 3000 Revolutions. |
| Piston Displacement 190.37 Cu. In. | Wheel Base 107 inches. Speed 62 M.P.H. |
| Tourer ... 5 passenger | Nett Weight 2292 lbs. ... \$1,150 |
| Club Sedan ... 5 passenger | ... 2437 " ... 1200 |
| Roadster ... 4 passenger | ... 2287 " ... 1,200 |
| Cabriolet ... 2 passenger | ... 2322 " ... 1,200 |
| Sedan Royal ... 5 passenger | ... 2537 " ... 1,250 |

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX

| | |
|-----------------------------------|--|
| N.A.C.C. Horse Power Rating 27.34 | Brake H.P. 70 at 3000 Revolutions. |
| Piston Displacement 241.6 Cu. In. | Wheel Base 113 inches. Speed 65 M.P.H. |
| Tourer Royal ... 5 passenger | Nett Weight 3070 lbs. ... \$1,450 |
| Roadster ... 4 passenger | ... 3453 " ... 1,500 |
| Tourer Royal ... 7 passenger | ... 3080 " ... 1,550 |
| Club Sedan ... 5 passenger | ... 3155 " ... 1,600 |
| Sedan Royal ... 5 passenger | ... 3225 " ... 1,700 |

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX

| | |
|-----------------------------------|--|
| N.A.C.C. Horse Power Rating 35.04 | Brake H.P. 85 at 3000 Revolutions. |
| Piston Displacement 353.8 Cu. In. | Wheel Base 131 inches. Speed 73 M.P.H. |
| Roadster Royal ... 4 passenger | Nett Weight 3318 lbs. ... \$1,900 |
| Club Sedan ... 5 passenger | ... 3453 " ... 1,950 |
| Cabriolet Royal ... 4 passenger | ... 3498 " ... 2,000 |
| Sedan Royal ... 5 passenger | ... 3580 " ... 2,000 |

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

PRESIDENT EIGHT

| | |
|-----------------------------------|--|
| N.A.C.C. Horse Power Rating 36.45 | Brake H.P. 100 at 3000 Revolutions. |
| Piston Displacement 313 Cu. In. | Wheel Base 131 inches. Speed 80 M.P.H. |
| Tourer State ... 7 passenger | Nett Weight 3760 lbs. ... \$2,500 |
| Sedan State ... 7 passenger | ... 4056 " ... 2,650 |
| Berline State ... 7 passenger | ... 4665 " ... 2,700 |
| Limousine State ... 7 passenger | ... 4996 " ... 2,900 |

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4750.

TERRIFIC TESTS.

A Special "Bumping" Device.

What is described as the most terrific punishment ever meted out to an automobile is the "road shock test" given to Chrysler cars on a specially constructed testing machine developed by Chrysler engineers.

These engineers explain that the plan was devised because they had long felt that outdoor open road tests, given to determine the ability of chassis, motor, supports, body and other parts of the car to hang together, were entirely inadequate to meet Chrysler standards. It was because of the limitations of outdoor testing that the new machine was developed, and it is unique in its application to this type of work.

With this new device two elementary features are possible of attainment, the engineers explain.

First, the subjecting of the car to an enormous mileage of severe road shocks within the space of a few hours, a feature held to be impossible in roadway testing, because no driver could physically stand the continuously severe abuse and still record the vital performance details while the car is in operation.

Second, and regarded as more important, is the fact that Chrysler can exaggerate their bumps of an ordinary rough road from an equality to 40 or more times their normal severity. It is impossible for an owner to conceive of a car being driven a distance equivalent to the normal season's mileage over roads 40 times as rough as those he will travel, and all within the space of a comparatively few hours. Yet this is what the Chrysler road shock test was designed to do in order to overcome the physical handicaps of highway testing, since the latter is inflexible and calls for a long-drawn-out period of time for completion of such a test.

In this test the car is driven onto a machine in which are mounted eight specially constructed rollers in pairs. The distance between the corresponding pairs of rollers on each side is adjusted so that

each of the front and rear wheels of the car rests on two rollers.

The power required to drive the testing machine is furnished by the car itself through the rear wheels. As the rear wheels rotate between two pairs of rollers, specially constructed gear connections operate the forward rollers. Through this means the front wheels of the car are rotated exactly as though they were operating on the road and at a speed equivalent to that of the rear wheels, paralleling highway driving.

Mounted on all rollers are irregularly spaced, raised metal cleats which severely bump and test about the entire car, exaggerating about the effect of driving over the roughest of roads. With this machine, the intensity and frequency of this terrific pounding and wracking can be continued indefinitely, and can be exactly duplicated day after day. Automatic controls attached to the throttle make possible an irregularity of acceleration and deceleration that assists in producing a wide range of driving over these bumps. No owner will subject his car to such punishment in hundreds of thousands of miles. So uneven are these cleats and so exaggerated their effect that the wheels of the car are tossed about like a chip upon a rough sea.

It is claimed for the road shock machine that there is not a single unit in the entire car which is not severely tested under these conditions. Front axle, steering assembly, wheels, springs, body, chassis, engine mountings, and every rigid and semi-rigid assembly is subjected to terrific abuse. It is argued that if these parts will stand up under this exaggerated hammering for hour after hour, then Chrysler cars must certainly stand up under the most severe conditions met on the highway.

A MORRIS RAILWAY STATION.

In order to provide for the increasing traffic as the result of the vast development of Morris Motors, Ltd., at Cowley, Oxon, the Great Western Railway Co. are now building a special station in the vicinity of the works. Situated between Wheatley and Littlemore, it will be designed as Morris Cowley.

THIS GEAR BUSINESS

How to Make a Correct Change.

[By C. R. LUCATO.]

If, as we are told, trouble first of all came into the world with Pandora's box, the job, was assuredly completed for many folk with the arrival of the one in which, motorcars, gears are housed. It is a fact that many motorists, drive their cars for years without really getting the better of that tiresome little lever in the centre of the car which couples up the engine with the road wheels. Metallurgists, a great extent, have shown their metal in more senses than one and produced materials which will stand abuse to an extent undreamed of in the early days of motorcars. But the duty still remains with every car owner who wishes to get the best service from his bus to master the art of gear changing once and for all.

Correct Changing.

Now gear changing may be regarded as an exact science. Technically speaking, there is no such thing as good changing and bad changing, or rather, we should say, that there are no degrees of bad changing. The change is either right or it is not—similar, in fact, to change for a shilling. Whenever a grating noise follows the movement of the gear lever the driver has made a bad change and, assuredly, removed a microscopic amount of metal from the teeth of the two gear wheels affected.

No Excuse.

While a knowledge of the gear-box is useful in acquiring a mastery of the gear lever, it is not absolutely essential. The statement is made to remove the excuse from the man who is always going to get down to the gear business when he has time to study the diagrams in his Morris owner's Manual. All we have to remember is that when we pull the lever out of engagement—that is to say, bring it to the centre of its travel or neutral position—the two gear wheels which we wish to engage are moving at different speeds, and before we can hope to effect a silent change, obviously we have to cause them to rotate at the same speed. Very well, then.

All we need memorise is that one gear wheel, with which we are concerned in the gearbox, is rotated by the engine, while the other is rotated by the back axle. Let me repeat that again. One gear wheel is rotated by the engine and the other by the back axle. Have you got that?

When at rest we put our clutch out and move the gear lever into first speed it engages easily because the clutch, as everybody knows, has disconnected the engine from the gearbox and all the pinions (that is a posh word for gear wheels) are at rest. Thus, when we gradually let in the clutch we move off gently; that part of the proceedings is simple. It is the next step which causes that sinking feeling with the complete tyre.

The Two Pinions.

Here I must remind you that one pinion is rotated by the engine and the other by the back axle, and if we merely push out the clutch and push the gear lever rapidly across into the second speed position we cannot possibly hope to secure a quiet change. In rising into second gear from first it should be patent that the engine will have to turn over more slowly for a given road speed relatively to the back axle as soon as the higher gear ratio has been adopted. This should be easily apparent to the veriest tyro. Therefore, before moving the lever into the second speed position we must permit the engine to slow down. This is easily accomplished by waiting for a period varying about half a second, or while you count three, after coming into the neutral position. In practice we should rev up the engine a little, push out the clutch with the left foot and lift our right foot off the accelerator as we bring the gear lever into the neutral position. Then, having waited for the necessary period, we very gently press the gear lever into second speed. Our pause will have enabled the two gear wheels concerned to revolve at approximately the same speed, and a silent change is the happy result.

We now come to changing from second to first, and this is accomplished in exactly the same manner except that it is much easier, for the simple reason that we only have to pull back the gear lever. This case, however, is often the undoing of the novice, because he is too anxious to get it over and therefore fails to pause for a sufficiently long period. Once more we have to press down the accelerator and rev up the engine (and, of course, rev the car proportionately faster), push out the clutch, bring the gear lever half-way across and wait a little longer than we need in going from first to second.

On the writer's car it is possible to count eight in this operation, just rapidly enough to say each numeral distinctly. On yours it

may be more or less, but the period of waiting is constant and is only a matter of trial and error.

Well, so far it will be seen that the process of changing upward is quite a simple matter and although bad upward changes are not uncommon, they are not so frequent as those in changing down. To master the art of changing down it is necessary to devote a spare half-hour to the process on a quiet road, without a passenger for preference, unless one can be found, who is willing to help. It may be written down as an axiom that nobody ever learnt to change down without devoting a certain amount of time to the practice, and therefore, the man who muddles through hoping that his gear changing will improve as time goes on has little or no hope of ever attaining proficiency. The change down is usually called for on a steep hill or when he is baulked on an incline. By some other driver, in a word, at moments when we are not free to give the matter the necessary concentration that it requires in the early stages, although as we progress we shall change silently and surely without constant effort, just as we may walk or spell without any mental effort, although when we were tiny both processes were at first accompanied by a certain amount of ebullition in our gear matter.

Changing Down.

In changing down we have to deal with a set of circumstances directly opposite to those in changing up. When our engine is labouring on top gear (which it shouldn't, of course, but sometimes does), and we have to drop into a lower ratio, it is obvious that now we have to make the sprocket in communication with the engine shaft speed up instead of slow down as we did in the case of the upward change. Clearly, waiting in neutral will not help us, but only make matters worse.

Our only means of speeding up to point out that bad gear changing where inexperienced drivers are concerned is sometimes accentuated by a sticky clutch, the result of using unsuitable oil, or a clutch-case in which the oil has not been changed for a very long time. In the foregoing instructions it is, of course, assumed that the mechanism of the engine and gearbox is in sound condition. Those who are coming into the motoring movement on cars several seasons old, of whose antecedents they have little information, would be advised to ask a motor-friend or their local Morris Dealer to assure them that engine and transmission is in order. As a matter of fact, a badly adjusted carburettor or a plug given to missing at low speeds will play havoc with gear changing, for the simple reason that the engine cannot be relied upon to respond immediately to the accelerator for that all-important increase in speed at the critical moment.—Morris Owner.

Not too Quickly.

We will assume, then, that we are running on top gear and have come to a hill upon which the engine calls for a change down. The skilled driver can change gear at practically any speed, but in the early stages matters are simplified somewhat if the car is not travelling too quickly when the change is made. In the ordinary course of events, this state of affairs will come about naturally. Our first step in the change down is to push the clutch out and move the gear lever to the neutral position at the same time. This disconnects our engine. Now we rapidly lift the left toe, letting the clutch in again, and press down the accelerator pedal, obviously speeding up the engine, and, since our pinion is now coupled to the engine shaft, this also will be speeded up. All we have to do now is to push out

the clutch once more, at the same time lifting our foot from the accelerator, and push the gear lever forward into the second speed position.

Well, that is all there is to it, and the change down from first speed into second is made in exactly the same way. In practice, of course, the whole business is merely a matter of pressing down the gear lever at the appropriate moments.

Try Again.

If, when we are trying in the quietude of the country road, as advised above, we do not get the silent change even though the engine has been speeded up, it can only be that we are moving the gear lever too soon or too late after pushing up the engine sufficiently. In theory the gear should go home a fraction of a second after the clutch has been pushed out, but as this period of time is so short as to be practically impossible of being consciously judged, all the tyre need worry about is pushing the lever into position as his foot presses on the clutch.

Many sensitive drivers will gain a great deal of benefit by the ancient dodge of holding the domestic poker in one hand to simulate a gear lever and using the two pedals of the piano as clutch and accelerator respectively. If these wise words are placed on the music stand and the paragraph relating to the actual movement of the foot be read through slowly while the said movements are made, the process is frequently simplified, for the simple reason that a bad change is not followed by the crashing and grating of gears. Indeed, this crashing of metal on metal is undoubtedly the bête noir of many sensitive drivers, and the fear of making a bad change is frequently solely responsible for the bad change itself.

In conclusion it might be prudent to point out that bad gear changing where inexperienced drivers are concerned is sometimes accentuated by a sticky clutch, the result of using unsuitable oil, or a clutch-case in which the oil has not been changed for a very long time. In the foregoing instructions it is, of course, assumed that the mechanism of the engine and gearbox is in sound condition. Those who are coming into the motoring movement on cars several seasons old, of whose antecedents they have little information, would be advised to ask a motor-friend or their local Morris Dealer to assure them that engine and transmission is in order. As a matter of fact, a badly adjusted carburettor or a plug given to missing at low speeds will play havoc with gear changing, for the simple reason that the engine cannot be relied upon to respond immediately to the accelerator for that all-important increase in speed at the critical moment.—Morris Owner.

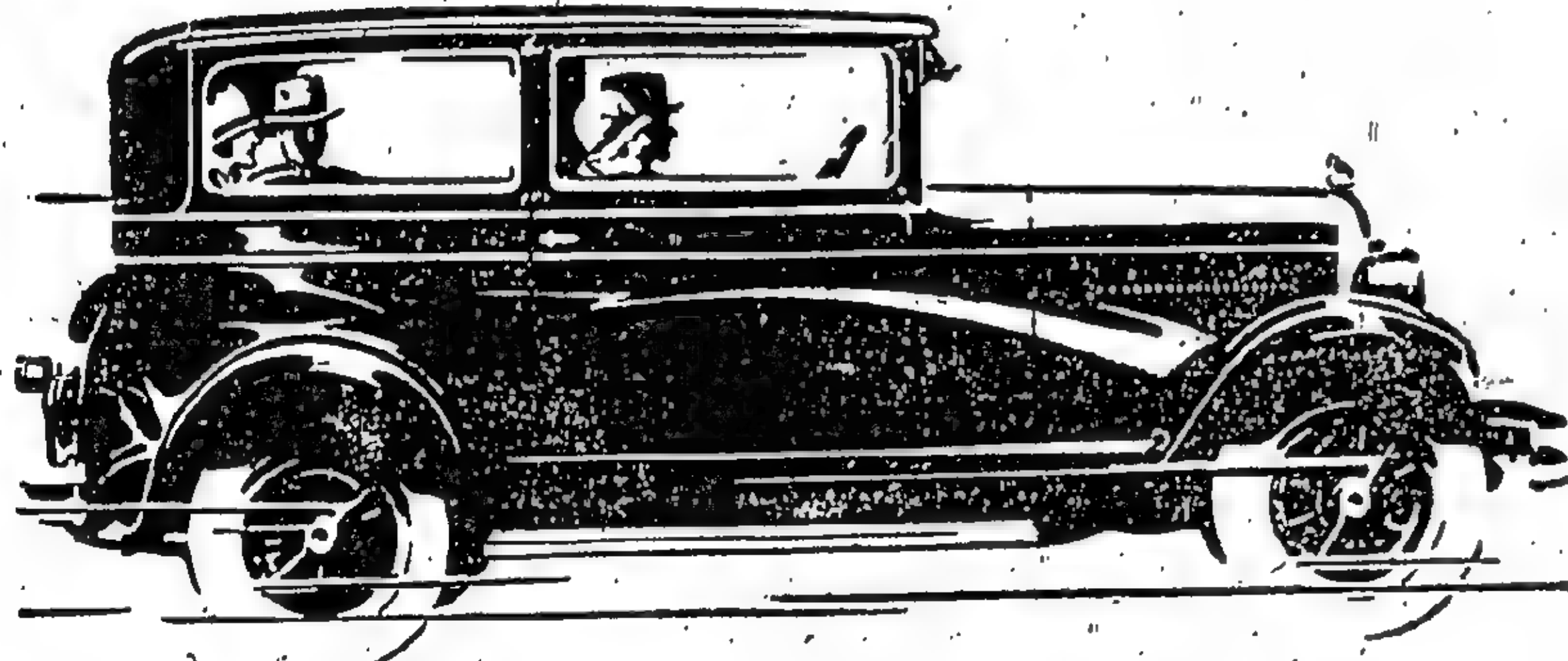
MORE FOREIGN TRADE FOR GREAT BRITAIN.

The Imperial Japanese Navy has recently placed an order with the Supermarine Aviation Works, Ltd., of Southampton, for one of the twin-engined "Southampton" flying boats. This machine has a hull of metal construction and is similar to the flying boats of the Royal Air Force now engaged on a cruise to Australia and the Far East, and it is understood that the trials in Japan will be placed. This flying boat is fitted with two of the famous Napier Lion engines which have been so prominently to the fore in recent speed and distance records, both on land and in the air.

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CHRYSLER "62" performance—at its low prices, re-emphasises Chrysler "62" superiority.

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Chrysler Standardised Quality in engineering genius and precision manufacture. Trouble-free performance day in and day out.

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Piston Displacement 160.37 Cubic Inch. Wheel-Base 107 inches.
Speed 45 M.P.H.

| %-TON. | Net Weight | P. O. B. Factory Price | Extra | Packing & Delivery | Delivered Price |
|-----------------------|------------|------------------------|--------|--------------------|-----------------|
| Delivery Chassis | 1,640 lbs. | G\$ 650 | G\$ 90 | G\$ 140 | G\$ 880 |
| Screen Delivery Truck | 2,437 lbs. | 795 | 90 | 285 | 1,170 |
| Panel Delivery Truck | 2,500 lbs. | 820 | 90 | 290 | 1,200 |

Price Includes: Bulb Horn, Bumpers, Snubbers, Spare Rim-Tire and Tube 30 x 5, Cowl and Instrument Panel.

DIRECTOR SIX TRUCK.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 20 at 2,800 Revolutions.
Piston Displacement 241.6 Cubic Inch. Wheel-Base 113 inches.
Speed 60 M.P.H.

| %-TON. | Net Weight | P. O. B. Factory Price | Extra | Packing & Delivery | Delivered Price |
|-----------------------|------------|------------------------|--------|--------------------|-----------------|
| Delivery Chassis | 2,375 lbs. | G\$ 925 | G\$ 95 | G\$ 180 | G\$1,200 |
| Screen Delivery Truck | 3,380 lbs. | 1,195 | 95 | 465 | 1,755 |
| Panel Delivery Truck | 3,390 lbs. | 1,195 | 95 | 470 | 1,760 |
| Estato Car and Bus | 2,420 lbs. | 1,495 | 95 | 470 | 2,060 |

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

ARLINGTON SIX TRUCK.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 20 at 2,800 Revolutions.
Piston Displacement 241.6 Cubic Inch. Wheel-Base 116 inches.
Speed 45 M.P.H.

| I-TON. | Net Weight | P. O. B. Factory Price | Extra | Packing & Delivery | Delivered Price |
|-----------------------|------------|------------------------|--------|--------------------|-----------------|
| Express Chassis | 2,552 lbs. | G\$1,295 | G\$100 | G\$ 185 | G\$1,580 |
| Arlington Funeral Car | 3,905 lbs. | 2,385 | 100 | 515 | 3,000 |
| Bellevue Ambulance | 4,040 lbs. | 2,560 | 100 | 520 | 3,180 |

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

BIG SIX SPEED TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 35 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 128 inches.
Speed 60 M.P.H.

| 1½-TONS. | Net Weight | P. O. B. Factory Price | Extra | Packing & Delivery | Delivered Price |
|---------------------|------------|------------------------|--------|--------------------|-----------------|
| Express Chassis | 3,115 lbs. | G\$1,785 | G\$115 | G\$ 240 | G\$2,140 |
| De Luxe Funeral Car | 4,696 lbs. | 2,985 | 115 | 760 | 3,860 |
| De Luxe Ambulance | 4,696 lbs. | 3,185 | 115 | 760 | 4,060 |

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Five Disc Wheels, Extra Tire and Tube 34 x 7.30, Cowl and Instrument Panel.

BIG SIX MODEL "75" JUNIOR TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 35 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 128 inches.
Speed 55 M.P.H.

| 2-TONS. | Net Weight | P. O. B. Factory Price | Extra | Packing & Delivery | Delivered Price |
|---------------------|------------|------------------------|--------|--------------------|-----------------|
| Chassis | 4,400 lbs. | G\$2,410 | G\$120 | G\$ 240 | G\$2,770 |
| Police Patrol | 4,705 lbs. | 4,410 | 120 | 760 | 5,290 |
| Sedan Bus (15-pass) | 7,130 lbs. | 4,550 | 120 | 870 | 5,540 |

Price Includes: Bulb Horn, Hydraulic Absorbers, Bumpers, Five Disc Wheels, Extra Tire and Tube 34 x 7, Cowl and Instrument Panel.

BIG SIX MODEL "76" SPECIAL TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 35 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 124 inches.
Speed 55 M.P.H.

| 2½-TONS. | Net Weight | P. O. B. Factory Price | Extra | Packing & Delivery | Delivered Price |
|---------------------------|------------|------------------------|--------|--------------------|-----------------|
| Chassis | 4,600 lbs. | G\$2,775 | G\$120 | G\$ 255 | G\$3,150 |
| Sedan Bus (19-pass) | 7,420 lbs. | 5,235 | 120 | 865 | 6,240 |
| Parlor Car (20-pass) | 7,350 lbs. | 5,395 | 120 | 1,025 | 7,540 |
| Observation Car (22-pass) | 7,350 lbs. | 5,395 | 120 | 1,025 | 7,540 |

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Seven Disc Wheels, Extra Tire and Tube 32 x 6.75, Cowl and Instrument Panel.

BIG SIX MODEL "75" HEAVY DUTY TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 35 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 124 inches.
Speed 45 M.P.H.

| 3-TONS. | Net Weight | P. O. B. Factory Price | Extra | Packing & Delivery | Delivered Price |
|----------------------|------------|------------------------|--------|--------------------|-----------------|
| Chassis | 5,290 lbs. | G\$3,275 | G\$120 | G\$ 255 | G\$3,650 |
| Street Car (22-pass) | 8,550 lbs. | 5,895 | 120 | 1,025 | 7,040 |

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Seven Disc Wheels, Extra Tire and Tube 34 x 7.50, Cowl and Instrument Panel.

THE HONGKONG HOTEL GARAGE

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BRITISH CAR'S 350,000 MILES.

After covering 350,000 miles on a Sunbeam Car, a South African owner has recently sold it. The car had been used under very strenuous conditions, for several years having been used for heavy "towing in" work, but always gave consistently good service. Indeed, it is still in such good condition that the new owner is spending a considerable sum of money in

LACKING ONLY WINGS.

An Englishman is reported to have invented a motor vehicle that is a combined road sweeper, water-laying and washing machine, street flusher, fire engine, ambulance, dust cart and traveling soup kitchen, bringing it up to date with modern equipment, etc., and evidently looks forward to many more years of service with this reliable old Sunbeam.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

HYDRAULIC BRAKE LININGS NEED CLOSE WATCHING.

So long as the wheel cylinders and connecting tubes of a hydraulic brake system are free from air, a uniform liquid pressure is applied to the pistons of all wheel cylinders and the shoe linings are applied to the brake drums of all four wheels, with exactly equalized pressure. This would result in exactly the predetermined braking effect being realized, at each wheel, if the frictional effect of the linings upon the drums were uniform, but this is not always the case. The presence of water, oil or grease, high spots in the fabric, differences in the quality of fabric used and faulty adjustment or formation of the bands or shoes, will result in inequalities between the action of the brakes. Exactly the same lining fabric should be used on all four brakes, adjustment should be the same at all and all grease leaks at the axle-ends should be carefully avoided. Brake band anchors should be kept oiled so as to give the bands perfect freedom to conform to their drums. A tendency for the front end of a car to turn to one side, when the brakes are applied indicates that one front brake lining takes hold more powerfully than the other. The best practice in dealing with bands that need re-lining is to exchange them for new, factory "re-lined" bands. Occasionally, in very hot weather, hydraulic brakes may be found to drag. This is usually due to the expansion of the liquid by heat and the production of a pressure in the system, even with the pedal fully released. The remedy is to unlock the pump plunger and let the pressure relieve itself by forcing a little liquid back into the tank, then relocking the plunger.

Starter Won't Make Engine Fire.

Question:—The engine of my 1923 car will not start, although the starter turns it over. The battery is a new one and recently charged and there is a spark at the plugs. The ammeter does not register, when I step on the starter. What can I do to make this engine start?

Answer:—Try injecting about a teaspoonful of gasoline into each cylinder through their plug holes and then replacing and reconnecting the plugs. If the engine then

refuses to fire for a time, at least, there is probably no spark at the plugs, when in the cylinders, although they spark in the open air. Set the plug points as close together as they should be, if they are now set too far apart. Try priming the cylinders with gasoline again and then handcrank the engine, instead of using the starter. If it then begins to fire, your trouble is almost certainly lack of spark, when the starter is drawing very heavily on the battery. Your difficulty may be that you are not getting a rich enough mixture to start on. Look at the choke valve in the carburetor air-intake and make sure that the choke control closes it tightly, when pulled fully out. Perhaps you could obtain better starting results by using high-test gasoline than the regular grade of fuel. Have you tried placing cloths, wrung out in very hot water, around the carburetor?

Replacement of Pistons.

Question:—Two of the skeleton type pistons furnished in the engine of my car have broken and I hesitate to replace them with similar ones, especially as I understand that skeleton pistons wear cylinders into egg shape. Would you advise me to replace them with solid cast iron pistons or those of the so-called high-speed type? Regardless of what kind I install, must they be of the same weight as those which they replace? What effect will a change in weight have on speed, acceleration and fuel economy?

Answer:—You would be hasty in condemning the skeleton piston, in general, on account of your individual trouble. Its principle is sound. All pistons necessarily tend to ovalize cylinder bores, but we do not believe that skeleton pistons are worse than other types. You need not replace the present pistons with others of equal weight, but if you use heavier ones, maximum speed and smoothness may be somewhat sacrificed. The manufacturer of your engine is still using cast-iron pistons and there is every reason to believe that he could now furnish you pistons for your engine that would be free from the defects you found in the original ones.

NUTS AND BOLTS.

Must be Kept Tight.

One item, much overlooked, in the matter of keeping the automobile running as efficiently as possible is that of the nuts and bolts that hold the car and its parts together.

Despite the old wheeze about a popular low-priced car, there are nuts and bolts galore even on the best of the motor cars. These loosen up with use and must be kept tight if long life and efficiency are to be had from it.

First thought, of course, goes to the body bolts, in discussing this

subject. These should be tightened up, especially after a winter during which little or no consideration is given to the car.

The squeaks and rattles are worse than irritating to our nerves. They are signs of undue wear at joints which should be kept tight. Doors loosen away from their hinges and don't close tight. Windows are hard to close and sometimes get so much strain from a squeaking body that they are liable to break.

In addition, loose bolts are more liable to rust than those that are tight. The looseness allows room for water to seep in where it shouldn't be going.

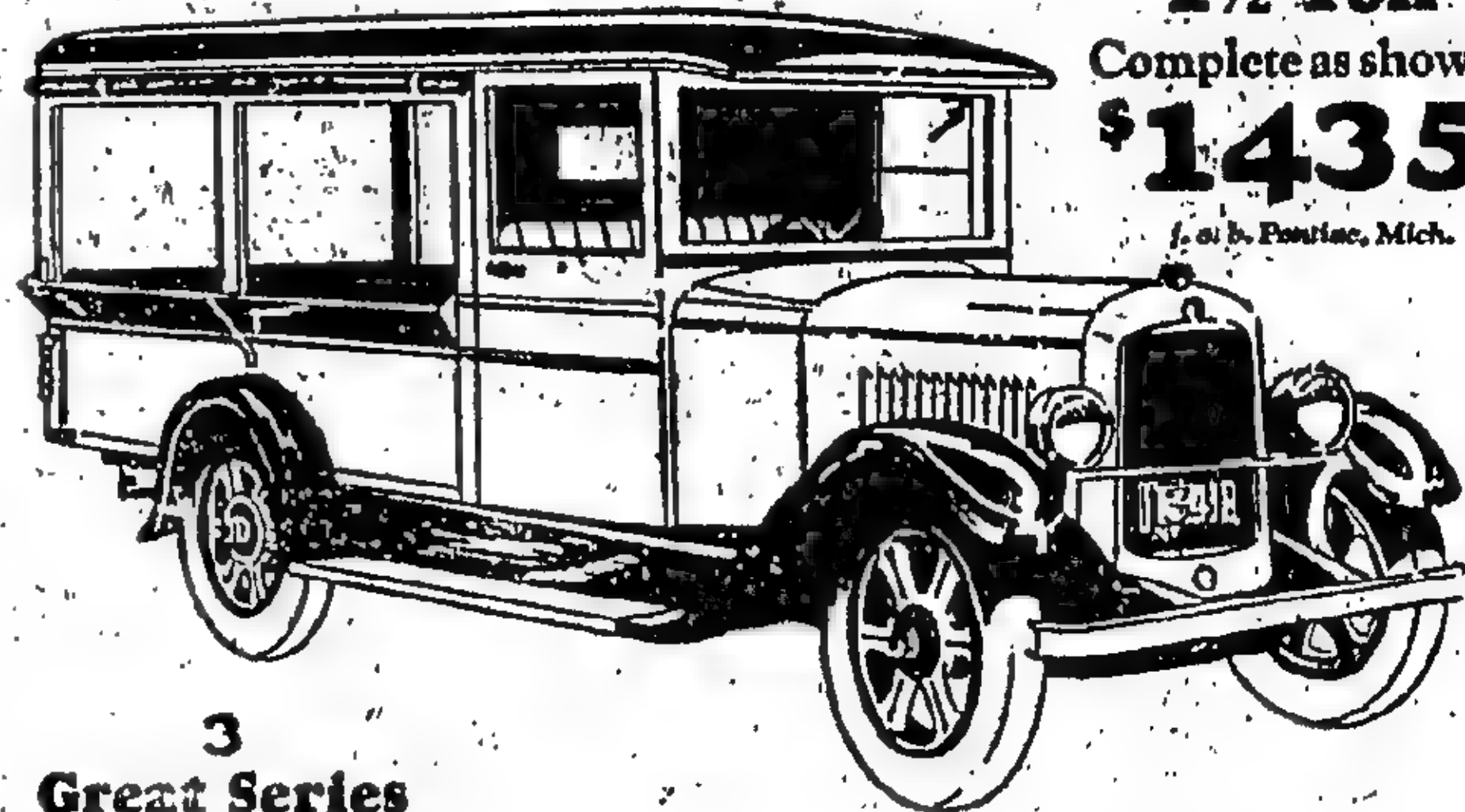
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1000 lb. chassis - \$595
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Six Cylinder Engine
Chassis Prices:
One Ton - \$1095
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(Automatic steering gear drive)
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3½ tons to 15 tons capacity
prices ranging from
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A TRUCK FOR EVERY PURSE AND PURPOSE

Tightening the body bolts, however, isn't the only necessity these days. There are some engine bolts, screws and clamps that should be tightened up in order to avoid waste of power and efficiency.

The cylinder head bolts, most likely, have loosened up during the winter. If they remain loose there is the liability of water seepage from the cooling system and reduced cooling efficiency. An additional turn of each nut will avoid this.

The engine should be bolted down tightly to the chassis, in order to avoid undue vibration. The clamps over the hose connections should be tightened, and the water pump nut should get an extra turn.

Underneath the chassis, the transmission case, the differential, the brake rod supports and other parts need checking up to see that they are secure. At the same time these parts may be cleaned of all accumulated mud of winter.

Cleaning and tightening prepares the car for another year of good usage.

The spark plugs need changing about once a year, if the car is used to any considerable extent. But at least they should be taken out, cleaned thoroughly and returned fresh for another summer of motoring.

The parts underneath the hood, like the vacuum tank, generator, carburetor, ignition unit, fuel and air cleaners and horn, should be fastened more securely to their foundations in order to avoid rattling.

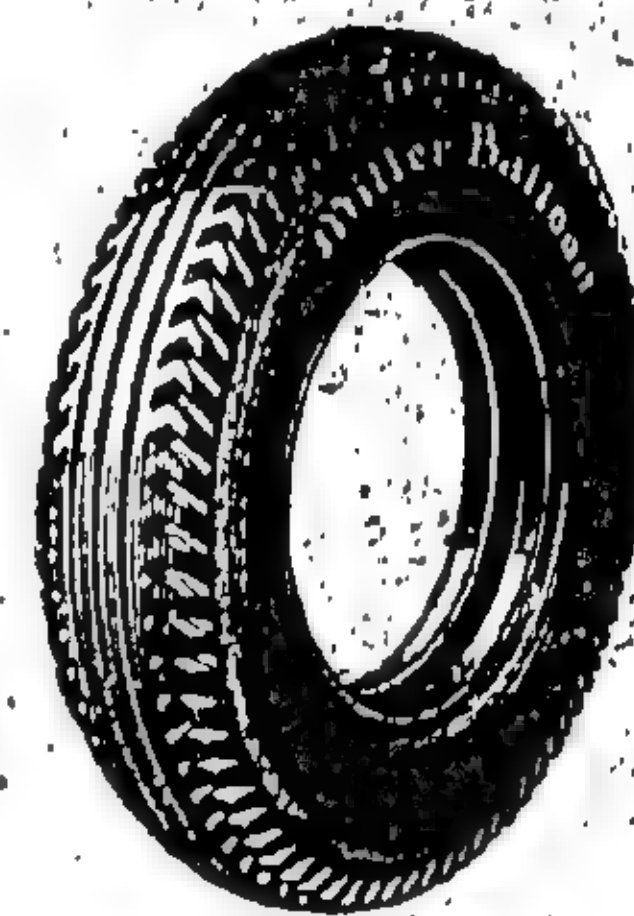
The fan belt should be tested so that it is tight and is giving the best service.

Then there are the connections in the ignition system—at the battery, at the switch on the dash, at the spark plugs and the distributor, at the lamps and the horn. A loose connection might, at some inopportune time, break away altogether and cause considerable trouble.

Sometimes it is good advice to tighten the wheels on their bearings, and to take a turn or so on the lugs. This will avoid wheel wobble and uneven wear on the tyres.

AUTOS BEAT RAILROADS.

The twenty-nine billion dollars in motor transport investment, including hard surfaced roads, is five billion more than invested in railway development, according to the American Automobile Association.



Tough Stuff

Miller goes to the ends of the earth to find the finest rubber grown for America's First Scientifically Correct Balloon Tires. Then by the most modern methods known to the industry, combines finest rubber, finest cotton, finest of everything. Tough stuff—in these Miller Tires. You'll find none better—none easier on your pocketbook.

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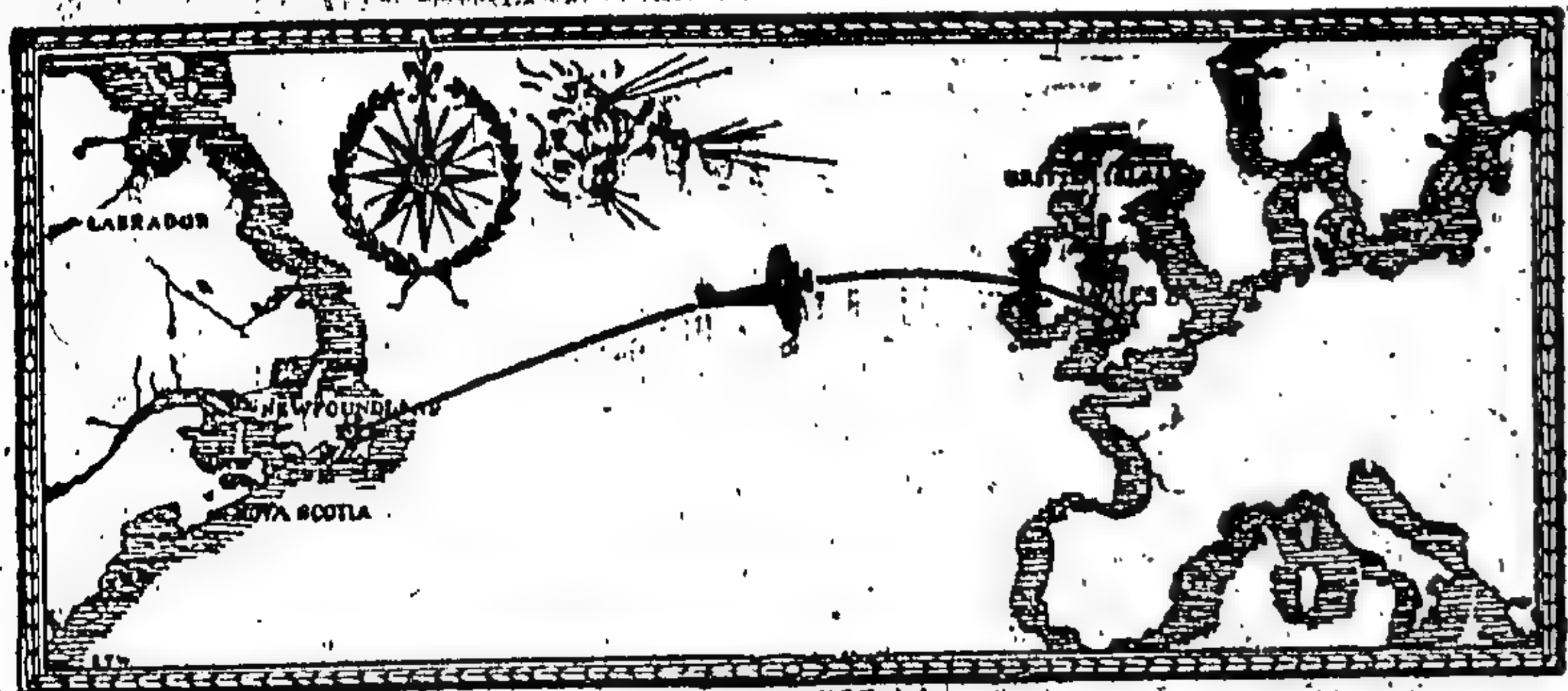
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AND YET AGAIN—MOBILLOIL!

Used in the plane containing the first woman to fly the Atlantic.

As Colonel Lindbergh put his faith in Gargoyl Mobiloil so did Miss Amelia Earhart and Mr. Wilmer Stultz in their flight from Newfoundland to Wales.

On this most recent of amazing flight the engines of the Fokker Monoplane "Friendship" were correctly lubricated with Gargoyl Mobiloil.

The Gargoyl Mobiloil used on the Newfoundland to Wales Flight was precisely the same as you get for your automobile from any Garage.

In Commander Byrd's North Pole Flight, Mobiloil unfailingly lubricated the engines through

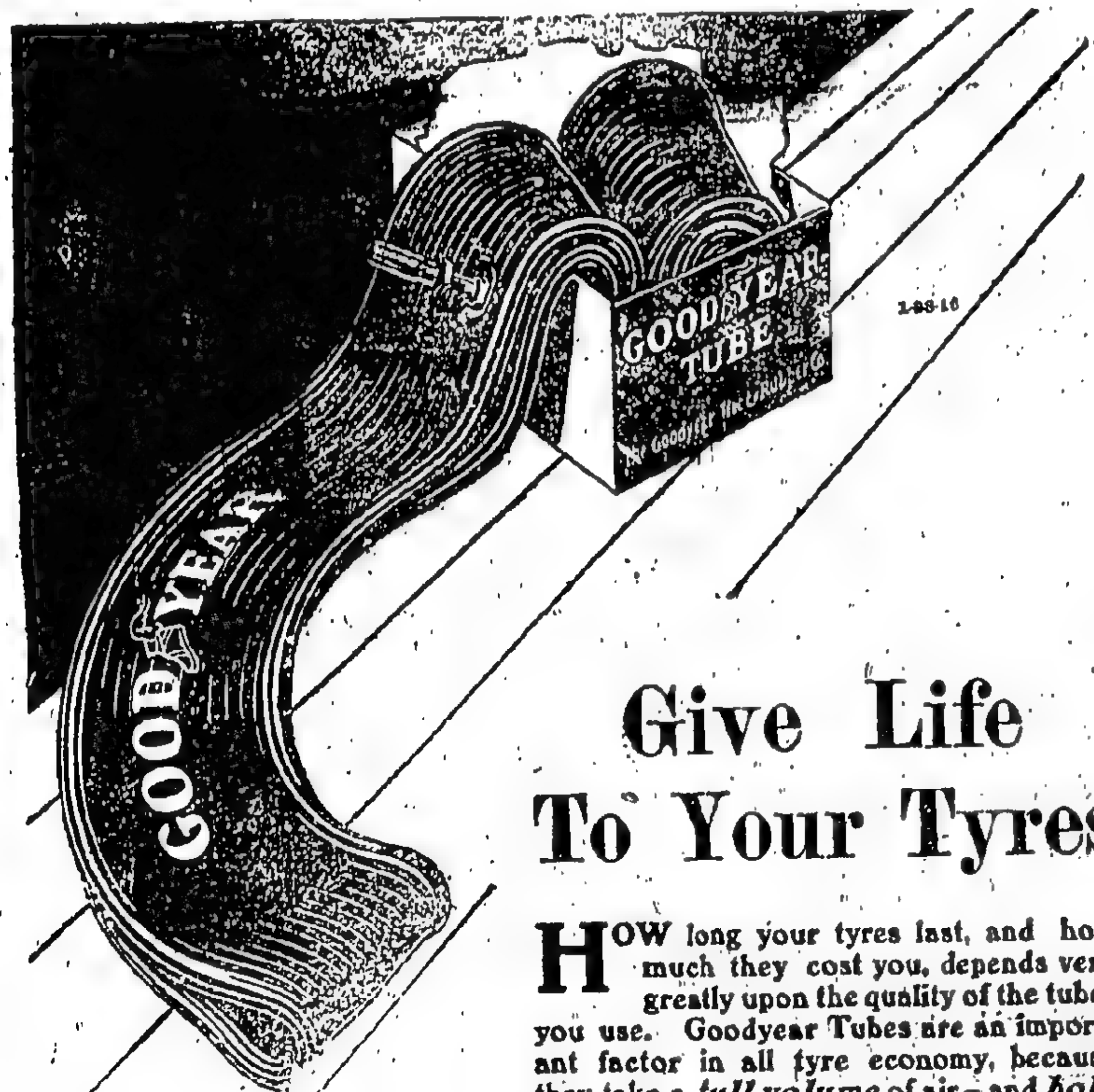
intense Arctic cold. In the Citroen Caravan across the Sahara Desert, Mobiloil unfailingly lubricated the engines through burning heat.

Whether travelling with wings in the air or on wheels along the highways of the earth, the experienced driver selects Gargoyl Mobiloil because it gives him the engineering margin of safety—necessary alike to reliable operation and low repair bills.

To get this margin of safety you simply have to follow the Mobiloil Chart. Ask for Mobiloil and specify the grade your car requires.



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Give Life To Your Tyres

HOW long your tyres last, and how much they cost you, depends very greatly upon the quality of the tubes you use. Goodyear Tubes are an important factor in all tyre economy, because they take a full volume of air—and hold it. You are assured of that for Goodyear Tubes are made of finest quality red rubber. And since they are built on a circular mould, they conform naturally to the cover and so fit perfectly. Goodyear Tubes are also inflated and tested under water at a 25% stretch before they leave the factory. Accordingly, you are assured that each Goodyear Tube you buy is perfect in every respect.



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PRINCE'S BUILDING, HONGKONG.

THE NEW MORRIS 7 H.P.

War in "Baby" Car Trade

One of the greatest battles in the history of the British motor-car industry is beginning—a titanic struggle in which millions of pounds likely to be involved, says the *Sunday Pictorial* of May 20.

The announcement that the Morris Company is to enter the "baby" car market with a seven-horse-power model created a sensation in motor-trading circles.

Many experts regarded this as a challenge to the Austin seven. The standard model, according to present plans, will be a saloon seating four people.

Great secrecy is being observed with regard to the possible price, but a figure in the neighbourhood of £120 or below £120 is mentioned. There are even traders who believe that the figure may be still nearer the £100 ideal.

Though the secrets of the new Morris are still being well kept—only four people are said to know the complete details—some facts became known yesterday.

It is understood that the new car will be:

A four-seater saloon of fair size. Between seven and eight-horse power.

Designed on very modern lines with a low centre of gravity.

Fitted with four-wheel brakes and overhead valves.

The price is still the greatest secret of all, but it is believed to be in the neighbourhood of £125, or even below that figure.

No hard and fast decision will be possible till one or two final details have been decided.

The new car will be approximately two-thirds of the size of an ordinary Morris Cowley. Mr. Morris stated yesterday.

"The first Morris-Oxford—built in 1916—were about the same size. "Strictly speaking, the new car ceased to be a secret about three weeks ago.

It was then that rumours began to get about the country among people in the motor trade. Actually the first orders from agents have already been placed.

Mrs. Morris's Secret.

"One of the people in the secret was my wife. She is a woman who does not give away secrets, and she always has my confidence in trade developments.

"When the idea of the Morris seven was first being worked upon the group in the secret, including my wife, was very small.

"It has been apparent to me for some time that there is a growing demand for the miniature type of car, and the new model has been designed to meet this demand.

"Some people seem to think that my idea is to try to crush the Austin seven off the market—which is absurd.

"But I can say this—the price will not be higher than that of the Austin Seven."

A representative of the firm told the *Sunday Pictorial* that there had been great difficulty in the way of trials.

"We had," he said, "to dodge observers just as in the racing world they try to evade the touts who follow morning gallops.

"Here the unusual quality of portability of the new car was demonstrated, for we smuggled it out in the dead of night on lonely country roads.

"You may say, however, that the points we have aimed at are popularity and safety.

"The two-thirds scale may be taken as fairly near the mark in considering price," said another official.

The price of the fully-equipped four-door Morris-Cowley tourer is £170, and saloon £185.

A "Titanic Struggle."

The announcement of the construction of a new Morris car of only seven or eight-horse-power is the beginning of a titanic struggle for the small car market.

Allready six leading firms are producing cars under ten-horse-power: Austin, Singer, Standard, Clyno, Triumph, Riley.

In the price "war," however, the Austin may prove the principal opponent of the new comer.

But other firms are likely to take the field in a battle in which millions of pounds will be involved.

THE VAUXHALL CAR.

A British-American Product

The firm of Vauxhall Motors, Ltd., has an honourable position in the history of the development of the motor-car for the last twenty-five years.

It is not surprising that their latest product, the 20-60 h.p. model on which the works at Luton are now concentrating, should be something out of the common.

I think the car can be most aptly described as a combination of the best points of European and American design. It has the large flexible engine characteristics of American cars with the exclusively European luxury of a four-speed gearbox and really magnificent brakes.

It is, for instance, possible to perform those top-gear feats which are the prerogative of Transatlantic motors, while at the same time there is a very nice third gear which can be brought into action if desired for increased acceleration.

The most remarkable thing about this car, and a point that impresses one immediately on taking charge of it, is the extraordinary efficiency of the four-wheel brakes. They played complete havoc with my Len brake gauge, and the reading was right off the scale, well above the 50 per cent. of the total weight of the vehicle.

I had to get the car on a wet and slippery section before the ball would decline to climb the maximum incline on the gauge. This has never happened before on any car, irrespective of price, that I have tested, and if these brakes behave as well after some thousands of miles of running, their design is a truly marvellous achievement.

The brake shoes are pivoted on knife edges instead of bushes, and the adjustment is easy.

Silent and Smooth.

This engine is silent and smooth in operation, and its fine performance at low revolutions does not impair its capacity for speed, for I found the car, with a saloon body, was capable of doing well over 60 m.p.h. The acceleration figures I obtained were: 10-20 m.p.h. in 8sec.; 10-30, in 13sec.; 10-40, in 21sec.; and 10-50, in 31sec., on top gear; while on third 10-20 required 4.2-sec. and 10-30 9.2-sec. By going through the gears normally from a standing start, 50 miles an hour was attained in under 40sec.

From a standing start, the new long section of Dashwood Hill was climbed on top in 1min. 53.2-sec., the speed at the top being 36 m.p.h. By remaining on third, however, the time was reduced to 1min. 48-sec., the top being surmounted at 42 m.p.h., showing the value of this ratio. The old short section was climbed from a standing start in 55sec., a speed of 30 m.p.h. being kept up on the one in ten portion on third.

Steering was good and the lock excellent, but I did not think the side brake easy to get at or manipulate, as it had rather a curious and difficult catch. I must also register a protest about the position of the keys button. It was on the extreme right of the fascia board. One has to dive either through or under the wheel to get at it, thereby wasting time, and, above all things, an electric horn button should be immediately accessible.

The springing was not quite as satisfactory as the rest of the car. There was no tendency to sway, and the car held the road well, but the negotiation of pot holes was not altogether pleasant, as the front axle had a tendency to kick and shudder excessively. I think, however, this could have been remedied through the rebound snubbers.

Adjustable Seats.

Of the bodywork I have nothing but praise. The appearance of the car was good, while of the many different types provided, all are comfortable. An excellent point is the fitting of Leveroll-controlled adjustable front seats. This is the most satisfactory form of seat adjustment I know, as it is so easy to manipulate.

Accessibility is good, while an interesting point in the six-cylinder engine is the provision of a nine-bearing crankshaft, the two extra bearings being provided by splitting the centre and rear ones. The bore and stroke is 73 mm. by 110 mm., giving a capacity of 2,762 cc. and a tax of £20. An air cleaner, a thermostat, and an oil filter are provided. The overhead valves are operated by aluminium rocker arms and steel push rods. The detachable head is of cast-iron, and the pistons are made of cast-iron also, and fitted with three rings above the gudgeon pin.

Posts Lure Drunks.

Drunk and careless drivers in New York City and suburbs damaged 560 lamp posts last year. Cost of replacing these posts was about \$18,000.

China has Few Cars.

Although one of the largest nations in the world, China has only one automobile to every 5000 persons.

THE "PUBS" OF OLD ENGLAND.

Their Re-birth Under Modern Conditions.

For some 70 years after the extension of the railroad in the Old Country the "country pub" lay forsaken and unprofitable. Road transport departed with the coach-and-four, and the "Red Lion" and the "Duke of York" mouldered as merely picturesque and unprofitable relics of past days.

But with the coming of the motor car and the motor coach, these ancient hostilities entered upon a career of new prosperity such as would indeed make mine host of other days envious. Imagine the arrival of merely one large motor coach at a typical village inn—the speedy, collective consumption of refreshments, or meals, and the quick resumption of the trip. Multiply that incident by some twenty times, and you have the ordinary day's work of many a "country pub" in these times.

Add the comings and goings of innumerable prosperous motorists, and calculate the turnover. Many such establishments, acquired by brewing companies for a mere song in the slack days, must to-day bring back their original price yearly in net profit.

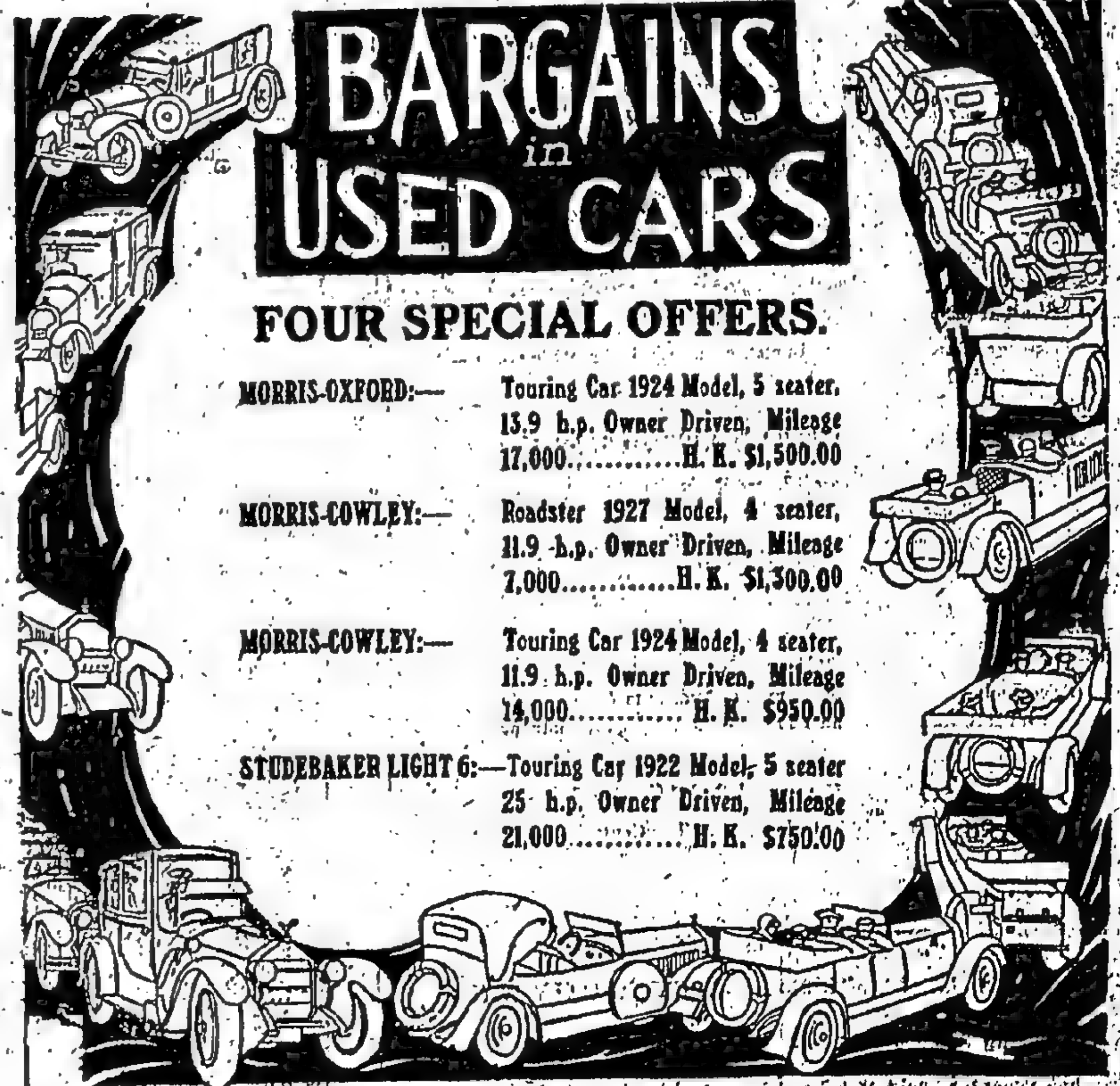
Ten short years ago the manager of an English country inn was an unimportant rustic person with an intimate knowledge of turnips and lambs. To-day, he is a smart business man who can talk cars and mechanics with alchemists, can give intimate detail information as to the advantages of a high-class car over a mere mass-production model, and can give the latest tips in wireless outfits. The ancient "pub" has come back to a great glory. Its beer may contain more chemicals and its outlook and converse may be more mechanical. But it has certainly come back.

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- MORRIS-COWLEY:—Touring Car 1924 Model, 4 seater, 11.9 h.p. Owner Driven, Mileage 14,000.....H. K. \$950.00
- STUDEBAKER LIGHT 6:—Touring Car 1922 Model, 5 seater, 25 h.p. Owner Driven, Mileage 21,000.....H. K. \$750.00

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The Very Idea!

The Long Arm of Coincidence.—Here is a coincidence which happened to the friend of a Bourne-mouth resident. The friend wished to become engaged to a man who, not being then in a position to marry, was forbidden by the girl's father to pay her any further addresses. As in Victorian days the word of a father was law, the engagement was broken off, but before the man left England for an appointment abroad the young couple had promised to wait for each other. Letters being prohibited, she heard nothing of her lover for seven years; but she firmly believed in his faithfulness.

At last she married a man many years her senior, and while in an hotel in Paris during the honeymoon her husband—who knew nothing of the earlier engagement—suddenly rushed forward, and after shaking hands warmly with a friend, introduced her as his wife. It was her former fiance, who had married abroad on the same day as herself, and was then also on his honeymoon.

An amusing anecdote is related of an incident when Professor Meymont Tidy was giving evidence before Lord Chief Justice, Coleridge in a murder case, describing the test administration of arsenic or some such poison to a mouse.

"Let me ask you, Professor Tidy," said the Lord Chief Justice, "an arch anti-vivisectionist, let me ask you what justification had you in the laws of God or man for performing that experiment?"

"The Home Secretary, my Lord," was the Professor's reply.

North London Policeman: The woman faints, and when she came to she wanted to fight.

Magistrate at Willesden: Do you want a summons against this man? Girl: Father does and I don't mind.

Willesden wife: My husband dislikes cats and all other animals and he is always hitting me and the baby.

Man fined at the Thames Court: Thank you your Worship, good morning. Mr. Cairns (magistrate): It is nice to be all friends together.

Wife, to Mr. Luke, the Willesden magistrate: If you had been knocked down as often as I have you would not show much of the "forgiving spirit" you talk about.

Irish district magistrate: You are sentenced to one month with hard labour. Man: I will go in next month; I shall not have much to do then.

A miscellaneous collection of articles swallowed by animals was exhibited by Professor F.T.G. Hobday, principal of the Royal Veterinary College, who addressed the Soropologist Club at the Washington Hotel recently on the veterinary profession as a career for women. The articles with which he illustrated his lecture included pieces of iron; broken umbrella, and a toy chicken out of an Easter egg.

Professor Hobday told a story of a man, who came to him in great distress with the complaint that his dog, for which he gave 7s 6d, had swallowed his diamond stud, for which he gave fifteen guineas. Another dog managed to swallow eighty-four stones, which rattled when the animal was shaken.

"Women make worse playwrights than men, because they cannot so easily get work as scene-shifters, and thus acquire technique," says an American writer.

If you, Ethadine, should essay To write a drama one fine day, Your effort could not equal mine, Should I take up that sort of line. The reason is (or so I'm told) That I could help my plans for gold By hauling flats into their slot, Whereas of course, dear, you could not. The fact is this, I guess, old bean; That, when I'd learned to change the scene, I could create, from all I knew, A far more moving play than you.

"The New York accent is the worst accent in America," Elinor Glyn said at a Los Angeles luncheon.

"A New York school teacher was examining her pupils in etymology. "Natcha," she said, "what is a stote?" "A stote," little Natcha answered, "is de bold wot brings de babies."

SWEDISH RAILWAY DISASTER.

EXPRESS CRASHES INTO LIGHT ENGINE.

Stockholm, June 22. Twelve were killed and twenty-six seriously injured in a collision between an express carrying 256 passengers, and a light engine, on the line at Bollnäs, Norrland.—*Reuter.*

CHANG TSO-LIN BOMB OUTRAGE.

THEORY OF USE OF DETONATOR.

Tientsin, June 11. A careful study of Chang Tso-lin's train explosion proves beyond doubt that it was a well laid out scheme in which railway employees and communists were acting under instructions. It was evident that an infernal machine was fixed on the train before it left Peking and that the bomb thrown in Mukden acted as a detonator.

In connexion with this outrage, it is interesting to recall the following incident which took place in Tientsin sometime ago and which was almost forgotten. A Chinese police of the British Concession stopped a man with a suspicious bundle in a ricksha. On being challenged, the man clambered out of the ricksha and fled. When the bundle was examined at the Police Station it was discovered that it contained about 25 lbs. of dynamite. Subsequent inquiries showed that the ricksha was hired in the French Concession, close to the offices of the Dalbank, a Soviet institution. The man was not arrested and the incident is now taken by many to have a close bearing on the Mukden outrage.

According to rumours emanating from Northern circles, Marshal Chang Chung-chang has been appointed Tapan of Tsitsihar Province, the post formerly held by Gen. Wu Chun-sheng who was killed in the Mukden bomb outrage when Marshal Chang Tso-lin's train was wrecked. The Province of Tsitsihar is a strategic one, bordering as it does on Mongolia and the U.S.S.R. and having a certain control over the western branch of the Chinese Eastern Railway.

The Russian detachment belonging to Chang Chung-chang's army has received orders to be ready for transportation to Tsitsihar. There are about 20,000 Cossack settlers living in the province and together with Chang Chung-chang's troops they constitute a problem which certainly cannot be overlooked by the Soviet.

It is a well-established fact that partisan activities in the Northern rear are directed not only by Kuomintang agents but by the Communists as well, the latter being well supplied with arms of Soviet origin.

AT THE CINEMAS.

WHAT IS OFFERING TO-DAY.

Showing at the Queen's Theatre for the last time to-day, "Sunrise" is a film masterpiece which has been unanimously acclaimed by the London Press as an outstanding achievement of screen art marking a new era in motion picture production. Enchanting little Janet Gaynor, whose remarkable performance in "7th Heaven" will long be remembered, is cast as the leading player, and excels even her wonderful acting in that picture. "Sunrise" is a most unusual production in that it is a picture in which spectacle is devised merely to heighten the simplicity of the story, as a technical achievement it is a wonderful insight into the resources of the modern studio; and as a specimen of photographic art, it is a revelation. Produced by the famous German director, Dr. F. W. Murnau, it cost the staggering sum of £1,000,000 to make.

"Blonde or Brunette," a sparkling French comedy closes its season at the World Theatre to-day. Adolphe Menjou, as *ren* and debonair as ever, makes fun of the "eternal triangle" theme with the able assistance of Greta Nissen and Arlette Marchal. An extremely comical series of events lead to a hilarious climax, which finds Menjou, now divorced from a blonde and remarried to a brunette, stranded with both ladies at a country house. The hosts being unaware of the true position, highly piquant complications follow.

"The Great Gatsby," which is also to be screened to-day for the last time at the Star Theatre, is a social satire dealing with the life tragedy of a fascinating character, Jay Gatsby—soldier man of mystery and love. The picture was produced by Herbert Brenon famous director of "Beau Geste," "Peter Pan" and "A Kiss for Cinderella" and it is full of his subtle touches. Warner Baxter, Neil Hamilton, Lola Wilson and Georgia Hale head a strong cast of players.

Capt. Charles Lewis, aged 71, who had represented Jersey at Bisley, was found shot dead in an hotel at Jersey, and a verdict of Suicide while of Unsound Mind was returned.

SHANGHAI BOYCOTT PICKETS.

STILL BUSY SEIZING COTTON.

JAPANESE PROTESTS.

Shanghai June 17. Pickets of the anti-Japanese boycott committee are still operating in Chinese territory along the wharves and at the Shanghai South station, seizing Japanese cargo in order to strengthen the boycott move, which is declining. Pickets on Friday seized and confiscated a bale of cotton gauze, one box of imitation ivory and packing cloth, a bale of toys and a Japanese phonograph. Although the local Nationalist authorities have announced that the boycott is a people's movement and therefore cannot be suppressed by the Government, Japanese cotton dealers have moved for strong action against the boycott committee and the pickets for seizure of Japanese cotton within the last few days.

The seizure by pickets of cotton valued at Tls. 100,000 at Dah Tung wharf, Nantao, on Wednesday has led to strong protests from Japanese cotton organizations. A meeting was held at the Japanese Club on Friday afternoon when representatives of the Japanese Chamber of Commerce, the Japanese Cotton Millowners' Association and the Japanese Cotton and Cotton Goods Merchants' Association were present. Others at the meeting included Mr. S. Yada, Japanese Consul-General, and Mr. Shimizu, Japanese Vice-Consul, according to the Japanese newspapers.

After discussing the situation, the meeting decided to demand the return of the seized goods and also insist on punishment for the pickets responsible for their seizure.

The meeting further decided to ask from the Nationalist authorities an assurance that there will be no repetition of these acts, and also to approach the Nationalist authorities for a promise that further seizure of Japanese goods and extension of the anti-Japanese boycott will be prohibited.—*Shanghai Times.*

JOHN GILBERT.

"TWELVE MILES OUT" A THRILLING PICTURE.

John Gilbert, star of "Flesh and the Devil," and many other outstanding films, has an entirely different role—that of a gay, dashing young daredevil—in his latest picture "Twelve Miles Out," which comes to the Queen's Theatre on Wednesday next, according to a special advertisement in this issue. The new picture is a vivid adventure story of the night clubs and the high seas, adapted from a famous stage success of the same name and produced with a notable cast which includes Joan Crawford, Ernest Torrence, Tom O'Brien and Gwen Lee. A thrilling chase between revenue cutters and a rum running sloop, a spectacular night club episode, and Gilbert himself in a series of thrilling events, mark the production as being an amazing picture, which gives an interesting insight of the careers of the modern rum-running trade. "Twelve Miles Out" was directed by Jack Conway, responsible for many Elinor Glyn successes. The picture will remain the chief attraction at the Queen's Theatre until Saturday of next week.



"Take it from me, dear, you'll knock 'em cold in that hat."

DRAGON BOAT RACES.

CELEBRATIONS IN CANTON AND HONGKONG.

The Chinese in Hongkong and Canton celebrated the Dragon Boat Festival yesterday with the customary dragon boat races.

Most of the English and Chinese schools in the Colony were given a holiday yesterday, and a large crowd was attracted to North Point, opposite the Ming Yuen Gardens, where the dragon boats belonging to the Junk Guild, provided plenty of excitement. There was racing between noon and 3 o'clock, followed by a short interval, followed by more races, which lasted until five o'clock.

In Kwangtung the festival was observed on a larger scale than for many years.

No fewer than thirty dragon boats took part in a big race on Monday off Sun Chow, which is not far from Canton. This event attracted crowds of spectators. The boats came from the various districts of Pun Yu.

On Tuesday, Koon Shan, in the Pun Yu District, near Canton, was chosen as the venue for racing and again there were many sight-seers present. On Wednesday, races took place at Tung Po and on Thursday at Sun Cho. As most of the races took place in districts near Whampoa and Canton, large numbers of sampans, and other craft were used by spectators. Additional troops were dispatched to the districts to protect visitors.

MAKING RACE CARDS.

NEEDS ONLY SOBRIETY, SAYS MR. JUSTICE EVE.

The Greyhound Racing Association, Ltd., was refused an injunction against Thomas Shallis and H. C. Morton and Stirling Press, Ltd., who, it was alleged, infringed the association's race cards for the events at the White City and Harringay Park.

Mr. Gavin Simonds, K.C., for the association, said the official cards were not sold outside the gates of the course until 7 o'clock. But shortly after that hour Shallis and Morton cards were also on sale, and contained information as to the order in which the dogs were to be released from traps, such information being known beforehand only to the officials of the race.

Mr. Justice Eve: How do Shallis and Morton get the information? Mr. Simonds said they had an emissary who the moment the gates were opened purchased an official card and handed it to a boy on a bicycle who carried it to the printers.

Mr. Justice Eve said no one could attend race meetings of any kind without being posted as one approached by persons anxious to sell the "current" or official card.

"These persons, however, who are prudent and experienced," he continued, "reserve their purchase until they have approached more nearly the arena of contest. But one inducement here to purchase the unofficial card rather than the official card is that you can obtain it for threepence instead of sixpence."

"This production," he said, "seems to me, a result of which neither literary ability nor skill nor labour nor anything else is required—but a certain amount of sobriety. There will be no order on the motion."

ATTACK ON KING'S MESSENGER.

ITALIAN GOVERNMENT'S STRONG ACTION.

NEARLY 2 MONTHS OLD.

London, June 22. Reuter learns that the Italian Government regards the attack on Captain de la Fonte, a British King's Messenger, as a most regrettable occurrence, and will take every possible measure to prevent the possibility of a recurrence. Although neither Captain de la Fonte, nor the British Embassy is taking action, the Italian authorities will prosecute the offenders with the utmost rigour of Italian law.—*Reuter.*

Questions in Commons. In the House of Commons Sir Austin Chamberlain, in a written reply to four questions, confirmed the Fascist assault on the King's Messenger in Milan. He said that he had received a report from the Ambassador at Rome that the Messenger was not carrying a diplomatic bag when attacked. There was no reason to suppose that the assailants were aware of his identity.

His Majesty's Consul-General demanded a redress and the Italian authorities, acting with zeal and expedition, immediately took steps for the arrest of the assailants. It was necessary for Captain de la Fonte to bring a formal charge in order to bring them to punishment, but as the two men pleaded for mercy and offered full apologies, the Ambassador, in deference to the strong wish of Captain de la Fonte himself, authorised Captain de la Fonte not to prosecute.

Sir Austin Chamberlain added that the incident occurred on April 24 and he had first learned of it through recent statements in the press, as the Ambassador in view of the Italian authorities' prompt action and Captain de la Fonte's acceptance of an apology, did not think it necessary to report it at the time.—*Reuter.*

QUEEN'S THEATRE.

TO-MORROW'S NEW FEATURE.

Quite a new feature is to be added to next week's picture programmes at the Queen's Theatre, commencing to-morrow, when, in conjunction with Reginald Denney's latest comedy "Good Morning Judge," two talented juvenile artists, Miss Cherie Valentine and Miss Tomasita Birdwell will make their first Hongkong appearance at the 9.20 p.m. performance. Dancing their way around the world, the dancers have visited England, the Continent, Egypt, India and Java, meeting with tremendous success wherever they have performed. Miss Valentine and her partner are dancers of no mean ability, and during their Hongkong season will present the most pleasing items selected from their extensive repertoire. These will include "Dance Espanol," "The Peacock Dance," "Black Bottom," and numerous eccentric dances. The artists promise a complete change of programme on Wednesday when John Gilbert's thrilling picture "Twelve Miles Out," will also be shown.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*. Answers, for those who need them, will be found on Page 16 of this issue.

- 1 What is the only one of his ancient perquisites now left to the Speaker of the House of Commons?
- 2 What peculiarity marks the world's newest and largest airship?
- 3 How many hours a day does the heart beat, and for how many is it at rest?
- 4 Which of two neighbours is responsible for the upkeep of a dividing fence?
- 5 What will be the total sum expended on education in England during the present financial year?
- 6 Why is a cat called "pussy"?
- 7 How often during the past year were the bascules of Tower Bridge raised to let ships pass?
- 8 What pyramid in the East has just been destroyed, and why?
- 9 What is the latest proposal of chemists with regard to artificial food?
- 10 What important English town is still without direct telegraphic communication with the rest of the country?
- 11 Under what London housing scheme has the cost worked out at 213,000 per house?
- 12 What evidence has just been found indicating a high standard of civilization in Ireland 8,000 years ago?

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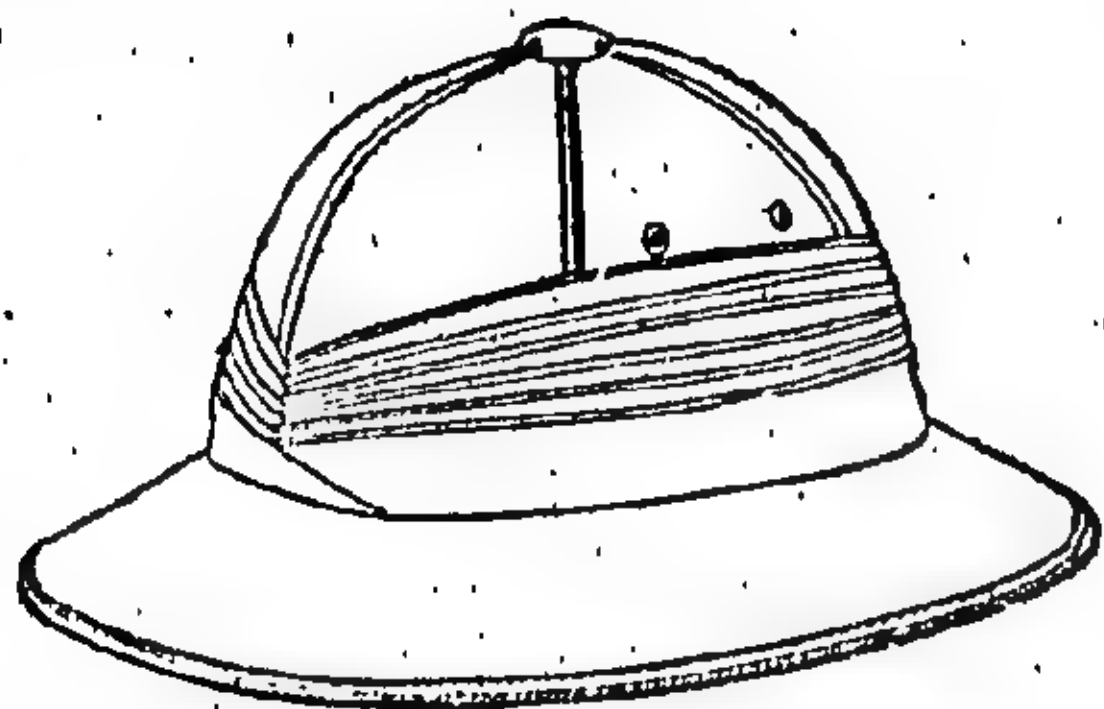
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Des Voeux Road, Central. Phone C. 4554.HENDREN IN FINE
FETTLE.

(Continued from Page 1.)

the second time he has made over 200 this season.

Middlesex's formidable total put defeat out of the question, but Warwick's strong opposition was scarcely expected. The Middlesex bowling was thrashed, and Parsons contributed 101. At one time it appeared possible that Warwick would pass the Middlesex total, but the last wicket fell at 405, twelve runs in arrears. Middlesex played out time quietly, losing three wickets in securing 170 runs.

SURREY SURPRISED.

Two Varsity Centuries at the Oval.

An exceedingly interesting match between Surrey and Cambridge University at the Oval ended in a draw, the Varsity side being strongly on top at the conclusion.

Two of the Cambridge players reached the century in the first innings, and Surrey were forced to follow on. The scores were: Cambridge: 453.

Surrey: 182 and 194. F. J. Senbrook, the Varsity captain, and E. T. Killick were the leading contributors to the Cambridge score. Curiously enough both were dismissed immediately their 100 was hoisted on the board. Surrey gave but a moderate reply, and were forced to follow on. In their second effort, Sandham made 122 and was top scorer.

DERBYSHIRE WIN.

Glamorgan Outplayed at Cardiff.

Derbyshire gained an easy ten wickets victory over Glamorgan at Cardiff, requiring only five runs to win in their second innings. The scores were:

Glamorgan: 157 and 181.

Derby: 334 and 5 for 0 wicket.

Glamorgan batted first, and in reply Derby gained an

advantage of 177 runs, though no player reached century mark.

Glamorgan started well in face of a difficult situation, but Lee found a spot and disposed of 6 wickets at the small cost of 41 runs.

KENT STILL AHEAD.

Freeman Takes Twelve Essex Wickets.

Freeman the little Kent trundler is taking a remarkable number of wickets this season and he claimed twelve further victims in the match against Essex at Leyton.

Kent won by 187, F. E. Woolley with a well-played innings, also claiming a big share in the success.

The scores were:

Kent: 265 and 318 for five wickets (dec.).

Essex: 181 and 215.

Freeman took 7 wickets for 61 runs in Essex's first innings, and a valuable contribution of 102 (not out) by Woolley made it possible for Kent to declare in their second innings over 400 runs ahead.

Essex never looked likely to achieve the colossal task of scoring 400 in the fourth innings of the match, and they failed to give more than a moderate display, Freeman getting five more wickets. They cost him 93 runs.

LOW SCORING.

Notts Win Comfortably.

In a low-scoring match at Nottingham, brightened by no outstanding individual performance, Notts defeated Gloucester by eight wickets. The scores were:

Gloucester: 118 and 277.

Notts: 265 for 9 wickets (dec.) and 132 for 2 wickets.

Gloucester collapsed in their first innings, and seldom looked likely to recover.

RAIN AT LIVERPOOL.

Lancashire Get First Innings Points.

Rain dealt harshly with cricket prospects at Liverpool, and Lancashire had to be content with first innings points against Leicester; the scores being:

Leicester: 198.

Lancashire: 237 for 7 wickets.

Rain came on when Lancashire had reached 237 and continued until it was decided that there was no possibility of further play.

BRILLIANT BOWLING.

Northampton Dismissed For 46 Runs.

Tate and Wensley brought off one of the most remarkable bowling partnerships of the season against Northamptonshire at Brighton. Bowling unchanged, they dismissed the whole side for 46, Tate taking 5 wickets for 22, while Wensley's analysis was precisely similar.

Wensley improved upon his performance by taking 6 wickets in the second innings.

SHARE PRICES.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1295. sa.
Chartered Bank, \$211 b.
Mercantile A. & B., \$35 n.
P. and O., \$94 n.
East Asia, \$75 n.Insurance.
Canton Ins., \$615 n.
Union Ins., \$334 b.
North China, Ins., Tls. 142 b.
Yangtze Ins., \$50 n.
China Underwriters, \$235 b.
China Fire, \$235 b.
H. K. Fire Ins., \$725 sa.Shipping.
Douglas, \$37 s.
H. K. Steamboats, \$29 n.
H. K. Tugs, \$21 n.
Indo-Chinas, (Def.) \$70 b.
Shell Trans., 98/9 n.
Union Waterboats, \$204 b.Mining.
Bonguots, \$11 b.
Kailans, 54/- n.
Lampkats, Tls. 12.20 n.
Shai Exploration, Tls. 2.80 n.
Raubs, \$4 n.
Tronohs, 17/6 n.Docks, etc.
Kowloon Wharves, \$1374 b.
Whampoa Docks, \$40 b.
China Providents, \$5.10 b.
Hongkwa, Tls. 156 n.
New Engineering, Tls. 5 n.
Shanghai Docks, Tls. 1074 n.Cottons.
Ewo Cottons, Tls. 8.70 s.
Orientals, Tls. 2.20 n.
Shai Cottons, Tls. 514 (old) n.Lands, Hotels, etc.
H. and S. Hotels, \$9.10 b.
H. K. Lands, \$654 b.
Shai Lands, Tls. 137 n.
Humphreys, \$144 b.

Realities, \$8.50 n.

Public Utilities.

Tramways, \$244 s.

Peak Tram, (old) \$121 b.

Star Forries, \$644 b.

China Lights, (Old) \$1175 s.

H'kong Electric, \$71 sa.

Macao Electric, \$263 b.

Telephones, \$5.60 b.

China Buses, Tls. 94 b.

Singapore Traction, 10/9 n.

Industrials.

China Sugars, \$2.70 sa.

Malabons, \$244 n.

Canton Ice, \$3.30 b.

Cements (Comb) \$9.65 s.

Ropes (Old) \$6.90 s.

United Asbestos, \$10 n.

Stores &c.

Dairy Farms, \$21.85 sa.

Watsons, \$14 s.

Dor A-Wing, 50 n.

Lanc Crawfords, \$3.75 n.

Mackintosh, \$20 n.

Sinores, \$9.50 n.

Wm. Powells, \$3 b.

Miscellaneous.

Amusements, \$31 s.

Constructions, \$14 n.

B'que Ind. G. Bonds, 644% n.

H. K. G. Loan, 4%.

Sussex won easily with eight wickets to spare, the scores being:

Northants: 46 and 207.

Sussex: 234 and 22 for 2 wickets.

Disaster followed disaster in the Northants' first innings, the whole side being out in a little over an hour.

Sussex were dismissed for 234, and Northants went in for their second innings with a forlorn hope. Wensley again bowled with devastating effect, taking six wickets for 75 runs.

MACAULAY, 11 FOR 98.

Easy Yorkshire Win.

Macauley and Oldroyd carried the Yorkshire side to an easy victory by an innings and 20 runs against Worcester. The scores were:

Worcester: 169 and 106.

Yorkshire: 295 for 5 wickets (dec.).

Macauley took 6 wickets for 53 runs in Worcester's first innings and 5 wickets for 46 in their second.

Yorkshire, whose principal scorer was Oldroyd (119), declared with five wickets down when only 120 odd runs ahead, and their assurance proved to be justified.

THE ARMY'S VICTORY.

Huge Score Against the Navy.

The highest aggregate score of the season was compiled by the Army against the Royal Navy in the annual match at Lord's. The Army went in first and compiled the huge total of 589 for 5 wickets, thanks to a brilliant double century by Captain E. Williams.

The Army won by ten wickets, the scores being:

Army: 589 for 5 wickets (dec.) and 44 for 0 wicket.

Navy: 298 and 332.

It will be seen that the match, in three days, produced 1,263 runs for the loss of 80 wickets, brilliantly fast scoring.

The Army's advantage was largely attributable to Captain Williams, who hit freely at the Navy bowling and scored 228 before his wicket was taken.

Lieutenant Arnold took 6 Navy wickets for 41 runs in the first innings, an excellent performance which forced the follow-on. A strong effort was made but the Army won easily.—Reuter.

KOWLOON FOOTBALLERS 30 YEARS AGO.



An interesting old-time group of the Kowloon F. C. which in 1895-96 won the Hongkong Football Challenge Cup. This was in the second year of its existence. Left to right: Back row: R. Merton, P. Robertson, H. Hogan, A. Knight, A. Milley, M. Gambion, J. Stewart, and A. Ewing. Middle row: D. Symington, Lieut. Comdr. Barnardiston, R.N., J. M. Henderson, "A. N. Other," and A. McSwyny. Front row: D. Gow and E. Simpson.

The Kowloon Football Club was organised during the Season 1894-1895, by one or two enthusiasts of the game, then members of the Kowloon Dock staff.

The Docks not being able to furnish more than three or four experienced players, resort had to be made to other quarters, and the team which won the Cup in 1895-96 Season included several Servicemen, besides outside civilians.

This Cup was intended as a Challenge Cup, but with the innovation of the now existing Challenge Shield in 1896-97.

Season, the cup was no longer required as a trophy, and was purchased by the Captain of the team, Mr. J. M. Henderson.

Kowloon's opponents in the final were H.M.S. Centurion, and the game resulted in a win by three goals to nil for Kowloon.

The contestants in the various rounds were teams from the Rifle Brigade, Royal Engineers, Royal Artillery, H.M.S. Centurion, and a few other naval teams, Hongkong Football Club, and Kowloon.

In the following season, 1896-97, H.M.S. Centurion and Kowloon again met in the final for the Shield, when the naval team had the satisfaction of turning the tables on their opponents, and winning by two goals to one, a Kowloon player having the misfortune to put the ball through his own goal in the first few minutes of the game. The composition of the Kowloon team then differed slightly from that of Season 1895-96.

Of the players shown in photograph on Page 3, Mr. D. Gow, of Kowloon Dock, is the only one at present in the Colony.

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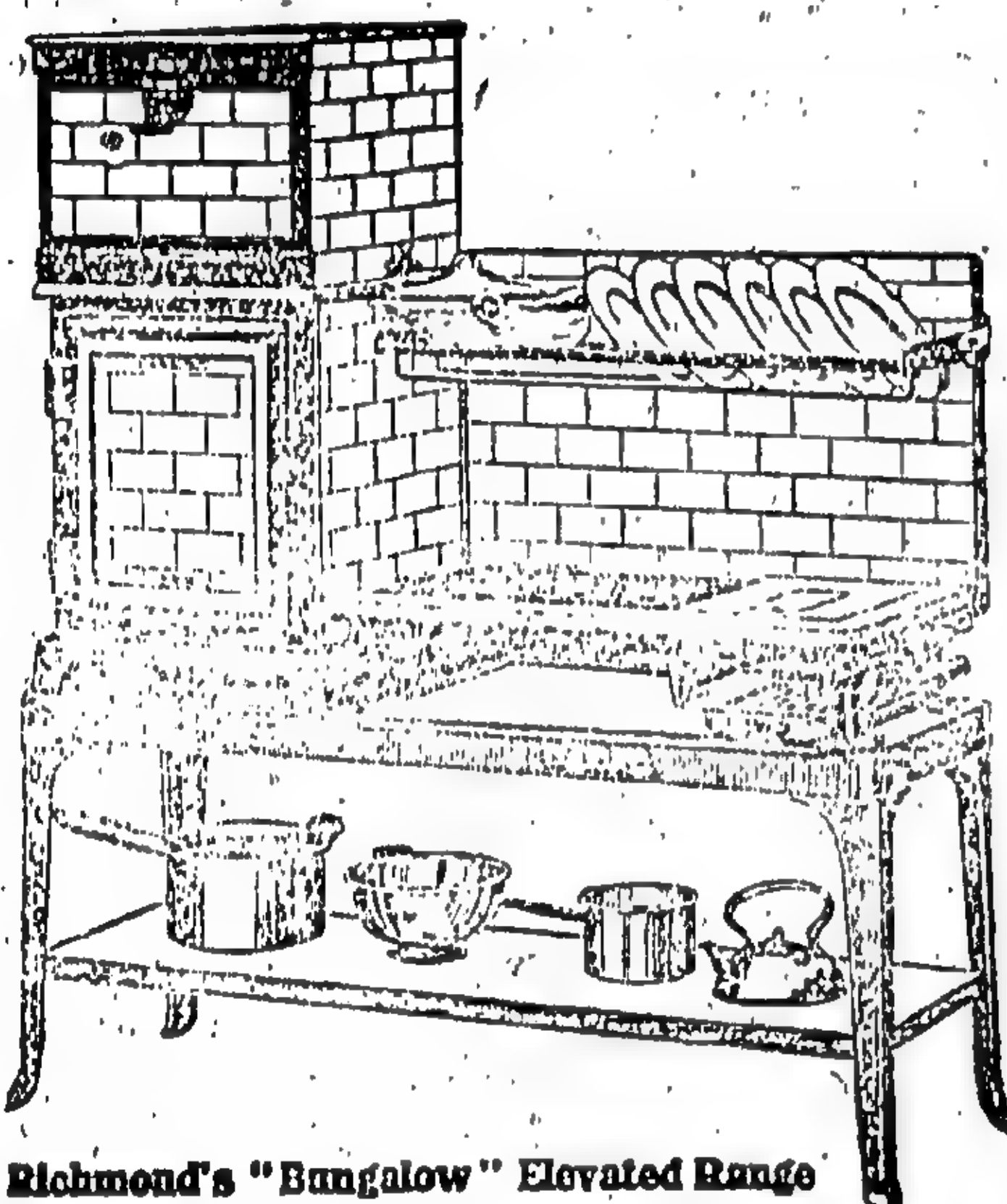
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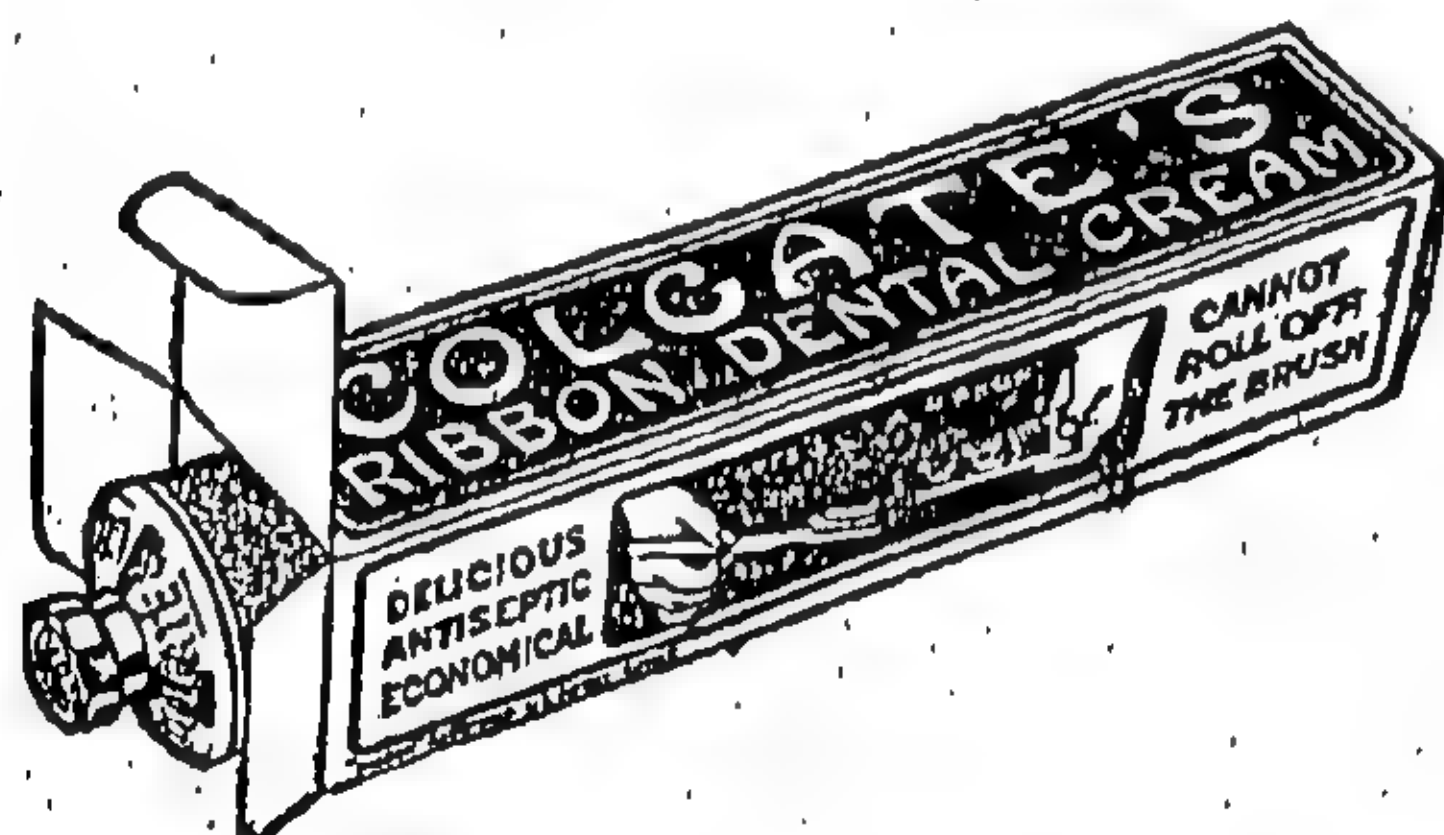


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MOTOR-CAR SURVEY OF ARABIAN DESERT.

Jaffa, May 24.
A large survey party has left Amman, Transjordan, with eleven specially equipped motor-cars to conduct a preliminary survey for the laying of an oil pipeline from the Mesopotamian oil-field across the Great Arabian Desert to the Mediterranean.

The expedition is financed by the Turkish Petroleum Company, Limited.

It is stated that the Mediterranean terminus of the line will be Haifa, in the Bay of Acre.

The Turkish Petroleum Co., Ltd., in October 1912 acquired a concession granted to the Deutsche Bank by the Turkish Government to work oil deposits over 90,000 square miles in the Mosul and Baghdad provinces, Iraq. Thirteen years later, in 1925, a convention was signed by the Iraq Government granting the company a concession for 75 years. A period of three years was allowed for survey and the selection of 24 plots of eight square miles each.

Drilling operations began in 1926 at Palkhana, 125 miles north of Baghdad, and if this spot were linked with Haifa the pipe-line would be more than 500 miles long.

The Anglo-Persian Oil Co., Ltd., holds 47½ per cent. interest in the company and the Royal Dutch Shell combine 22½ per cent.

KILLED BY A TIGER.

ENGLISHMEN'S FIGHT WITH SHOT BEAST.

Mr. A. C. Duff, the collector at Vizagapatnam, on the Bay of Bengal, has been killed by a tiger.

Mr. Pritchard, the assistant collector, was mauled by the tiger, and is now in hospital.

Mr. Duff and Mr. Pritchard were on a big-game expedition, and were working towards Gudum, Madras. Having shot a tiger, which they failed to kill, they pursued the wounded beast in the jungle, when it turned on them, and mauled them both. The other members of the expedition rushed to help, and beat the tiger off the wounded men.

Before he died Mr. Duff was able to dictate his will to the magistrate at Gudum. His wife is in England.

Mr. Archibald C. Duff was appointed officiating collector and district magistrate in Madras in 1922, after having served as private secretary to the Governor of the Presidency from 1919 to 1921. He was educated at Bedford Grammar School and New College, Oxford.

POLITICS ON THE WIRELESS.

WHY THE CONFERENCE BROKE DOWN.

An official denial is given to the statement that the negotiations between the three political parties and the B.B.C. on the subject of controversial broadcasting have broken down because the Conservatives insisted on having two speakers to one on the other—that is, the anti-Government side. The story came from Liberal sources.

It was the B.B.C. which suggested, as the result of a public discussion on the merits or otherwise of broadcasting "controversial" speeches, that a conference should be held, and that the proceedings should be confidential. The B.B.C. also suggested that as there were two Oppositions, the Government should have the right of reply to each.

The Socialists, it is understood, were not averse to this proposal; but the Liberals objected, and tried to convince the representatives of the official Opposition that the arrangement gave the Government an unfair advantage. They did not succeed in this endeavour; but they refused to come into the scheme. That is why the conference broke down.

Travesty of the Facts.

Mr. J. C. C. Davidson, M.P. (Chairman of the Conservative Party Organisation), and Commander Eyres-Monsell, M.P. (the Chief Whip), represented the Government at the conference. Mr. Arthur Henderson, M.P. (Secretary of the Labour Party), and Mr. T. Kennedy (Chief Whip) the Socialists, and Sir Herbert Samuel (Chairman of the Liberal Organisation) and Sir Robert Hutchison issued a statement on the subject. After emphasising the confidential nature of the proceedings, he said the attempt by the Liberals to prejudice the position did not surprise him. The innuendo that the breakdown was due to the Conservative Party was, of course, a complete travesty of the facts, which were as follows:

The B.B.C. submitted to the three parties certain proposals. These the Conservative Party unreservedly accepted, but, at the Conference, it became clear that owing to the objections of the Liberal Party, a general acceptance of the proposals was impossible. If there was a breakdown, he added, it was due to the obstinate refusal of the Liberal Party to accept the proposals which the B.B.C. put forward on their own initiative.

Sir Robert Hutchison, the Liberal Chief Whip, asked about Mr. Davidson's statement, replied that he would bring it to the notice of Mr. Lloyd George, but refused to say anything. "So far as I

DR. STRICKLAND TO START CAMPAIGN.

EVERY DOCTOR MAY BE CIRCULARISED.

An intensive campaign, including the circularisation of doctors, may be soon started on behalf of Dr. H. F. Strickland, of Beckenham.

Dr. Strickland was struck off the Register by the General Medical Council, on account, it will be recalled of his alleged unprofessional conduct with Mrs. Dora Hurst.

He says he has received scores of letters supporting him. They had come from friends, patients, and several clergymen. One was from Sir A. Conan Doyle. Dr. Strickland said:—

"I have had here several doctor friends from London, Croydon and Sydenham, and they are all rampant about the case and anxious to start a real campaign, circularising the whole of the medical profession."

"Soon they hope to start a subscription list with that end in view."

"The great question is: 'What doctor is safe?'"

"It has been said that I went to the house of a medical man and was received in that capacity by the husband."

"That is absolutely wrong. I went to the house not as a medical man but as an ordinary layman in close personal contact with the parties. That is what I want to fight."

"I shall not go away for some weeks. Then I may go abroad for a short holiday, but I want to come back and prosecute the campaign in the interests of the medical profession as a whole."

Mr. Norman King, Registrar to the General Medical Council, said that Dr. Strickland could not go to law unless he could show that there had been something wrong in procedure at the hearing of his case.

"All he can do now," he said, "is to apply to have his name restored, and he can do that at any November session of the General Medical Council."

know," he added, "there has been no breach of confidence."

Politics not Wanted.

The breakdown does not seem to be much regretted by members. If one could take a poll of the House it would be found, one imagines, that the overwhelming opinion would be that listeners do not want political disquisitions on the wireless at regular intervals, and that the majority of them would switch off as soon as the talk started. At times of national crisis—such as the General Strike—statements on the position from the nation's leaders would, it is agreed, be welcomed, but weekly political lectures are in a difficult category.

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THIS WEEK'S RECIPE.

FRUIT GINGERBREAD.

Four ounces each, flour, lard, treacle, and oat-meal, 1 teaspoonful of ground ginger, 1/2 teaspoonful of cinnamon, 1 teaspoonful of baking powder, a little allspice, 4 ounces of raisins and currants, mixed, 1 egg, and some milk to mix.

Melt the treacle and lard, and mix with the dry ingredients, then add the egg and milk.

Bake in a well greased tin in a very moderate oven for 2 hours.



A gay little jumper in shades of beige, orange and brown crepe, with bindings and insertions in plain orange silk.

PARISIAN PERFUMERY.

LOVE-LORN WHISPERINGS.

Paris perfumes! How their number grows! One marvels that the supply of sentimental names is sufficient still to stay the pace! For surely the stock of "reves," "larmes," and "soupirs" and "extases" must soon be wearing out! And without such a name—a name of the kind that in the elden days was wont to adorn the amorous Valentine—what newborn perfume dare aspire ever to reach success? The French language, luckily, lends itself better than our own to these love-lorn whisperings, and so it may be that it has still an unexhausted store and that we may yet hope to find fresh perfumes born and wonderful new names awaiting to give them welcome. But, I repeat, the language must indeed be fertile and the imagination of the "parfumer" more fertile still.

Mostly Sold to Men?

Nowadays one notes, however, that this matter is not only, or even chiefly, the business of the "parfumer." For some time past there has been the rather curious vogue amongst smart "couturiers" of having their own particular perfume which they sell with their own "exclusive" models. What connexion there is between the high art of "couture" and the high science of the manufacture (and discovery) of perfume I am not clever enough to find out. Certain it is, however, that there is a really important connexion between the dividends paid by the said "couturiers" and the success of their special scents. With regard to the purchaser of these perfumes it would appear that "money is no object," or, rather, that he is like the well-known type of hypochondriac patient who imagines that no medicine which costs little can possibly be good—who imagines, indeed, that the efficacy varies directly as the price. You will observe that I use the pronoun "he"—and I am right! You will find, if you care to investigate this matter, that nearly all these costly and exotic perfumes are sold to men—as presents for their women-folk, "Bien entendu"—hence the necessity for the poetic names.

The Charm of Mystery.

Besides costliness and rarity, however, there is another quality required by any perfume in order that it may truly be "divine"—the quality of mystery—the suggestion of magic. And how profoundly this also is understood by the magicians behind the scenes! There is, for example, in Paris at the moment a perfume which has a great "reclame," and which is being sold by a Russian princess, who does not hesitate to advertise her name. An artistic little booklet is distributed in certain exclusive circles giving the weird and mysterious history of this perfume, whose secret is in the keeping of the princess. H. M. in Exchange.

WEDDING GOWNS.

WITH SIMPLICITY OF CUT.

Entrancing visions of loveliness have been designed for this season's weddings. They concentrate on the most beautiful and becoming points of style. Feminine, softly appealing in their colours and textures, subtle in their charm—the brides' and bridesmaids' gowns of 1928 certainly have the well-known "it" in them.

Classic satin is still best for the bride. Clinging, it has a suggestiveness of a purely feminine quality most men like; gleaming, it exudes a radiantly happy spirit. Off-white, however, is smarter than pure, dead white this summer. And, incidentally, it is far more enhancing.

Use Other Materials.

Chiffons, laces, crepe de chine, brocades—almost any sumptuous material one chooses may go into the wedding gown this summer.

For the formal wedding, the bridal gown should rely upon its richness and cut for its beauty. The utmost simplicity is a goal most smart brides covet. A touch of old family lace—for the yoke, cuffs, inserts, or whole bodice is beautiful. But, lacking heirlooms, the satin gown, self trimmed, is the most satisfactory.

One bridal gown of classic beauty illustrates the point. It is cut on princess lines, with one of the new wide necklines that cuts gracefully to a wide V point.

Circular godets of unusual width are set in the bodice at the waistline and, rippling to uneven side lengths, cascade into an impressive train that billows out on both sides as well as behind, sweeping the full four yards.

Veil Covers Train.

Over this, one of the season's sweetest veils is worn—fashioned of illusion, with gleaming silver tracery in shadow embroidery all along its edge. The veil forms a charming little cap, with its embroidery simulating a tiara. This veil falls the full length over the train.

Contrasting with the white simplicity of the wedding dress, the bridal parties are taking to richer colours than ever before. At a recent society wedding, metal lace frocks were worn by bridesmaids.



An oyster white evening gown, ideal as an adaptation for a wedding dress. The trimming is rhinestone.

In gold, silver and bronze—with penetrating colours for sashes, slippers and floppy hats.

For Bridesmaids.

Bridesmaids' gowns use lace for their media more often than not, in this summer of frills, and furbelows. Soft silk lace, in the new clear colours of soft lemon yellow, orchid, apple green, periwinkle blue, apricot, orange, and so on, have a gleaming beauty all their own. With such gorgeous material, simplicity of cut increases the loveliness.



For the formal church wedding: A classic long-sleeved bridal gown of princess lines and a formal train, with delicately embroidered veil of white illusion; bridesmaids' gowns of pastel coloured silk lace with matching Swiss hair lace hats.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, May 10.

Whether it is due to the prevalence of Court gowns at the moment, I cannot say, but there seems to be a very strong leaning towards white and oyster for evening gowns in general. I have seen many desirable models at recent dress shows, and Stephanie thought it would be a good idea to include one which you could wear on gala occasions, and one which could be easily evolved from a wedding gown if you are in the young bride category. In this latter event, the cape would be added—possibly manufactured from the train, or from a fresh piece of material. Rhinestone ornaments are added at the waist and shoulder—and there you have a perfectly lovely evening gown which makes you feel that after all there may be something in marriage!

Vanity Street.

On the more practical side we have Madeleine's little garment which she describes as "something chic in tennis wear." It is a little coat of white flannel, bound with a gay colour and embroidered with vari-coloured wools and circles of flannel—this last a very original touch. Our attention is drawn to the link neck, fastening which is somewhat new. The embroidery gives scope for anyone who is what is commonly known as "handy with a needle," and who has an eye for the arrangement of colours. In a variable climate such as this country possesses, these little waistcoats are absolutely necessary—a compromise between the sports coat and nothing.

I should like to be able to give you some general indication of the trend of fashion for the forthcoming season, but somehow or other

I find I cannot nail it down. The more venturesome spirits are plunging out in painted chiffon frocks at the first ray of sunshine. Hats, as I have said before, have wide brims and resemble bonnets, in that the brim suddenly ceases at the back; but these will not last. First, because they are not too becoming to the average face; and, second, because they afford no protection for the back of the neck. Shiny straws are rather popular; while there are some delightful raffia hats in gorgeous colours and floppy shapes for the river. If you are a raffia expert, the gayer



Is That So?

It is usual to assume that changing one's mind is not only a feminine privilege, but a feminine failing. This idea, however, is negated by the fact that a prominent woman poster artist of my

skirts were very full and were of the popular curved hemline with a longer back.

Swiss Hair Hats.

Gleaming gardenias, four in a row, decorated the right shoulder. A similar chain decorated the opposite side of the girdle. The

acquaintance got her first big success by changing her mind and entering a competition at the eleventh hour—and winning it. Even so strong-minded a person as Lady Astor, M.P., is not above the feminine weakness—if it be a weakness—for she made an unexpected appearance as a competitor in the Parliamentary golf handicap at Sandwich, taking the place of a colleague who had dropped out, and had the satisfaction of defeating Lord Lovat, the Under-Secretary for the Dominions. I am not always an admirer of Lady Astor's Parliamentary tactics, but I must admit the charm of her oratorical as an after-luncheon speaker, because she has fluency and self-possession, and sets her audience at ease instead of fidgeting them. I was interested to note that Lady Iveagh, M.P., has suggested oratory as a profession for women. This sounds rather paradoxical when we have always been accused of talking too much! However, I am quite prepared to anticipate all comment by admitting that talking is not necessarily oratory; in fact it is not necessarily saying anything!

The Street of Adventure.

As regards this week's books, I want to recommend, for those who like this sort of thing, "On the Stage," by the famous actor, George Arliss (Murray). Some of you may remember that George Arliss was in the late William Archer's perfect melodrama, "The Green Goddess," and it will be sufficient—if you do—for me to say that this book is a story of his early struggles and late triumphs, and a fine insight into theatrical affairs generally. Then for an extraordinary good novel, you might put "Reaping Roses," by M. Forrest (Hutchinson) on the list.

Most unusual were their hats—Swiss lace braid, each in the colour of the frock it topped. These had snug, turban crowns, with large floppy brims wired slightly to hold them off the face. Streamers of colour banded the brim and making a bow on one side, hung to the hemline in the back.

THE SPRING HAT.

[By Rutland Osborne.]

My wife removed her new spring hat.

"In spite of the fact that I shall pay for it a sum far in excess of its intrinsic value," I said magnanimously, "I must confess, I like it!"

Mary smiled. "I'm so glad, darling, isn't it a pity men can't wear nice bright hats like these?"

"It is, indeed," I said, "they used to in the brave days of old. Why—a hat like that would give even me a picturesque appearance. I should look like Henry the Eighth!"

"Yes, darling," said Mary, "another point of resemblance!"

I turned. "What exactly do you mean by that, Mary?" I asked.

But she had gone.

I looked at the hat. I picked it up. I would try it on! Yes—it fitted me to a T—couldn't tell by the feel that I hadn't my own on!

It was the very epitome of spring—how life would brighten up if men only wore hats like these, I thought!

There ought to be a Society for the Propagation of Brighter Headwear for Men. Good idea—I would slip down to the club and see what Johnson thought of it!

With this running in my mind I left the house.

It was a delightful spring day—a lark trilled overhead—the whole world seemed to smile and say:—Rejoice and be merry, spring is here!

A passing street urchin gave a yelp of delight and dashed up a side turning, shouting joyously to his companions.

A bewhiskered old gentleman smiled sympathetically into my face.

A small young thing turned her roguish glance to mine, and giggled, in spite of my greying hair.

It is the spring that has done this, I said, it has put all men in accord with nature!

The town seemed to be in a holiday mood. Everyone was happy! The joy of living—I thought. I paused, the better to assimilate the spirit of gaiety that was surging around me! I caught the eyes of my neighbours, and smiled. To my delight—they grinned—I laughed—they roared!!

Delightful, I thought—the true spirit of Merry England is reviving!

Suddenly a constable stepped in front of me.

"I'm sorry, sir," he said, "but you'll have to take it off—you're causing a disturbance."

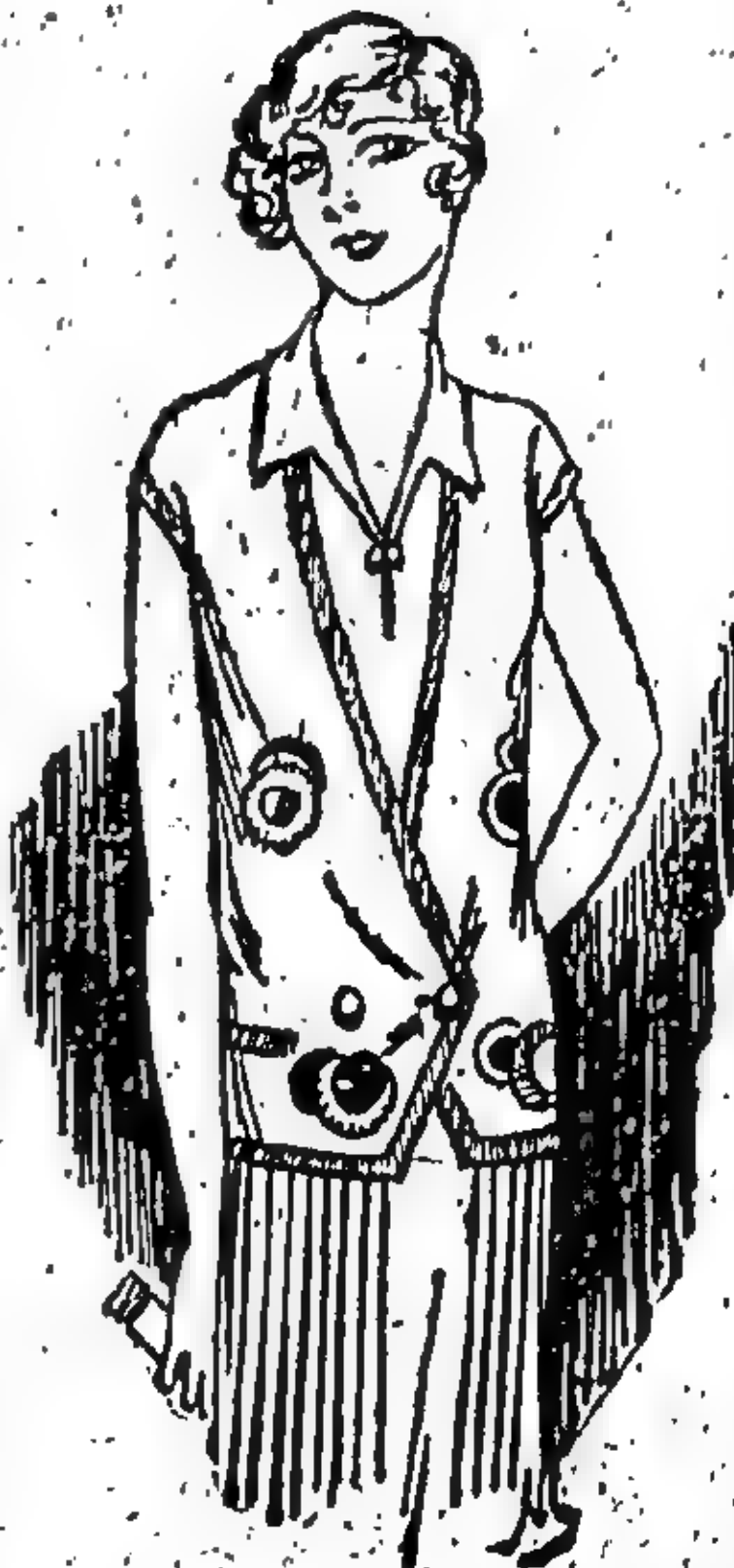
"Take it off, Constable?" I asked indignantly. "what do you mean—take it off?"

"Your hat, sir."

"I certainly shall not remove my hat, Constable. I must protest."

He led me gently to a shop window and pointing to a mirror, said, "Look, sir!"

I looked. On my head was my wife's new spring hat!



A charming little coat of white flannel, bound with gay colour and trimmed with ear-coloured circles.

THE NEW NOTE.

FOR THE COCKTAIL PARTY.

To give a really good original flavour to your cocktail party you must now serve them in different colours to match either the temperaments or clothes of your friends. Plain orange juice with a dash of gin and absinthe gives a beautiful yellow cocktail; green Chartreuse, Vermouth, and a dash of bitters tastes queer, but is a lovely green colour; and there is a new sweet cocktail made of chocolate and brandy which has been named after Hutchinson, the Jamaican pianist and singer.



A smart new fan is fashioned of layers of mousseline petals in bright colours.

SOUVENIRS.

GROWING VOGUE OF AMERICAN IDEA.

The charming American idea that no party is really complete unless each woman guest receives a "souvenir" at its conclusion now seems almost as popular in London.

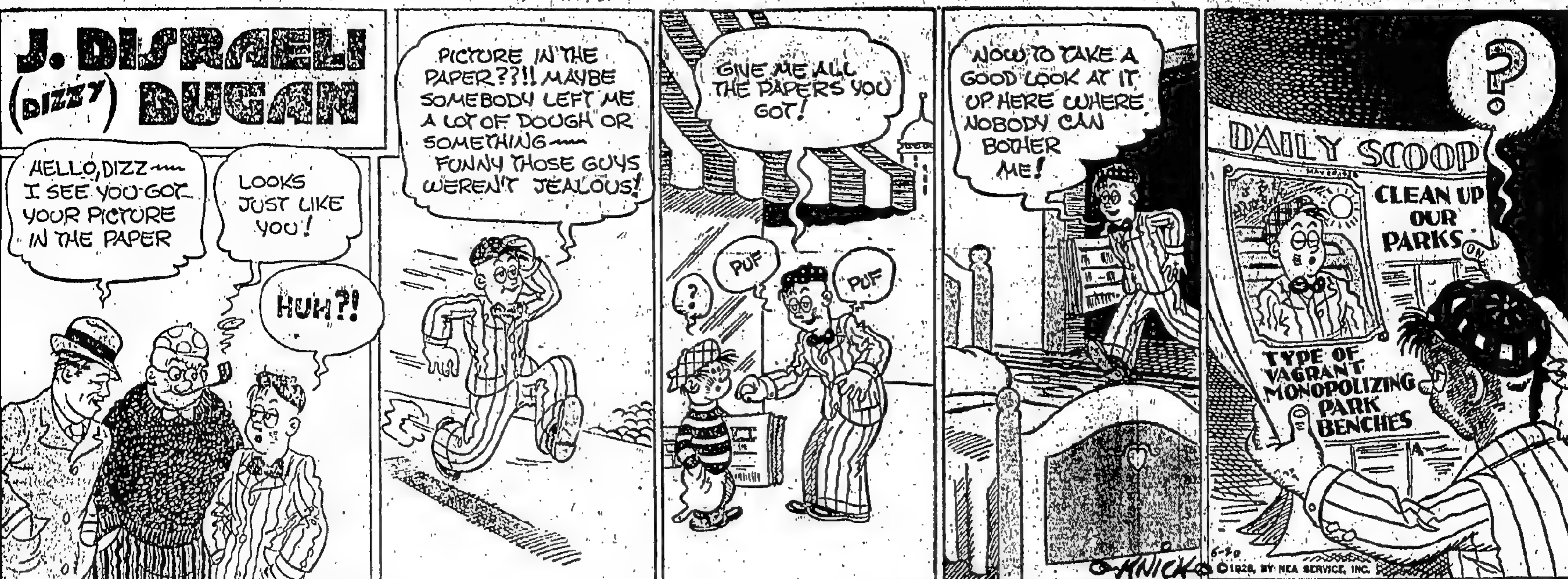
In cases where the spirit would give a diamond tiara, but the pocket can only afford something inexpensive, delightful gifts are made by the hostess' own deft fingers. The greatest care is taken that each guest has something different, chosen to suit her own particular personality or taste, and a great deal of pleasure can be given with a little careful thought and an hour or two with needle or brush, with really very little expenditure.

The other day a friend of mine showed me a number of "souvenirs" she had made for a group of her own friends, every parcel attractively packed, and bearing that "know-no-can't-wait-to-open-me" appearance.

Left-Over Silks.

A pochette was made of sacking cloth—or, as it is known in some of the shops, "titan" cloth—stitched on the outside with a "herbaceous border" of raffia flowers of every hue. Lined with shot taffeta, and edged with a shot baby ribbon, it certainly was a most effective present, and it had been made for only a few shillings. One of her friends, to whom she wished to give a good gift on the eve of her wedding, was to receive a set of table mats made of red leather! The room for which they were intended was very old, with black oak beams, parchment coloured walls, and antique oak furniture.

Other gifts included a shot taffeta silk tea cosy with a little oxidised gold lace, applied close to the edge of it, all round, and narrow shot silk ribbon gauged along the top. A finger bowl of mauve glass had a lid to fit it exactly, made of a ring of cardboard tightly covered with silk on the under side, and in the centre, so that it might be more easily lifted, there reposed a small woman's head in china. The bowl was filled with bath salts. An evening bag made of a very small piece of wide embroidered antique attached to an inexpensive antique jewelled top was, to me, the most attractive gift of all. A small "wedge" of plain ribbon had been let into the sides to give the necessary width and shape. Lined with a "left over" piece of silk, and edged with narrow open gold galon, the effect was delightful. H. M. in Eco.



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| EMPEROR OF ASIA | July 18 | July 21 | July 24 | July 26 | Aug. 4 |
| EMPEROR OF CANADA | Aug. 8 | Aug. 11 | Aug. 14 | Aug. 16 | Aug. 25 |
| EMPEROR OF RUSSIA | Aug. 29 | Sept. 1 | Sept. 4 | Sept. 6 | Sept. 15 |
| EMPEROR OF ASIA | Sept. 12 | Sept. 15 | Sept. 18 | Sept. 20 | Sept. 29 |
| EMPEROR OF CANADA | Oct. 3 | Oct. 6 | Oct. 9 | Oct. 11 | Oct. 20 |
| EMPEROR OF RUSSIA | Oct. 24 | Oct. 27 | Oct. 30 | Nov. 1 | Nov. 10 |
| EMPEROR OF ASIA | Nov. 7 | Nov. 10 | Nov. 13 | Nov. 15 | Nov. 24 |
| EMPEROR OF CANADA | Nov. 28 | Dec. 1 | Dec. 4 | Dec. 6 | Dec. 15 |
| EMPEROR OF RUSSIA | Dec. 12 | Dec. 15 | Dec. 18 | Dec. 20 | Dec. 29 |
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MISS MEGAN LLOYD GEORGE.

CHOSEN AS LIBERAL CANDIDATE.

Miss Megan Lloyd George, the Liberal leader's daughter, who is 26, has been chosen as prospective Liberal candidate for the Anglesey division. The sitting Liberal member is Sir E. J. Thomas.

The meeting of the Liberal Association, which was held at Llangefni, was marked by a noisy scene. There were three candidates—Miss Lloyd George, Mr. Ellis W. Roberts, and Col. Lawrence Williams.

Col. Williams, addressing the meeting, said that the tactics of some people in the county had threatened a split in the Liberal ranks, and he quoted a sentence in Miss Megan Lloyd George's speech to the effect that the first farmer in the world had only security of tenure conditionally, and when that condition was violated he was turned out of the Garden of Eden.

"Why should I be turned out?" asked Col. Williams. "It was owing to a woman," he added: "Let me tell you she was a young woman, too. Untold harm has been done to Liberalism in Anglesey by the unfair tactics of certain people in the manner in which they have supported a certain young lady. (Cries of "Yes," "Withdraw," and "Down with him.") I say they have. I have said nothing about Miss Lloyd George. (Cries of "Yes you have.") I said some of the people.

The delegates voted by ballot on the three candidates, the result being as follows: Miss Lloyd George, 323; Mr. Ellis Roberts, 245; Col. Lawrence Williams 14.

A VERY DICKENS CLUB.

COMPANY THAT COMMITTED SUICIDE.

The Justice of Hendon (Middlesex) appeared in the King's Bench Division to oppose a rule calling on them to show cause why they should not be prohibited from dealing with an application by the police that the Dickens Club, of Crickwood-lane, Hendon, should be struck off the register on the ground that it was not conducted in good faith.

For the justices Mr. Cecil Whiteley, K.C., said that last January the police alleged that certain liquor offences had been committed at the club. Immediately afterwards the old club was purported to be wound up and a new club was formed, called the Dickens (1928) Social Club, with the same premises, the same proprietor and steward, and the same secretary.

Lord Hewert: The Club judiciously committed suicide in the hope of a speedy resurrection.

Mr. E. Terrell (for the club) remarked that the club was the rendezvous of perfectly respectable residents in Crickwood and the district.

Giving judgment, Lord Hewert observed that from the ashes of what might be called the "very Dickens Club" had arisen another club having the same premises, the same members, and same officials—indeed, the same everything. The only thing that was altered was the name of the club,

EDDIE GUERIN SENT TO PRISON.

MAN WHO ESCAPED FROM DEVIL'S ISLAND.

SCENE IN HOTEL.

Thomas Edward Guerin, aged 68, the man who escaped from Devil's Island, the French penal settlement, was charged at Marlborough-street Police Court recently with being found in the Regent Palace Hotel for an unlawful purpose. He was sentenced to three months' hard labour.

Mr. Arthur O'Halloran, a rice broker, and a visitor at the hotel, said he went to the bureau for his key, and was told that it was not there. He went to his room on the third floor, and Guerin opened the door to him and said: "I have made a mistake. I belong to the second floor."

"I could see the wardrobe was open," Mr. O'Halloran said, "so I asked him if he had taken anything. He said 'No.' I said: 'How did you get in here?' He said: 'The door was open.'"

Mr. O'Halloran added that Guerin suddenly ran down the stairs, but was stopped by a porter and another man and was brought back to the room. Nothing was missing.

Guerin said that for the last six years he had been leading a straight life.

"I wrote article after article for different papers," he said, "for the purpose of deterring young people from following a crooked life. I claim I am an example of the result of a crooked life. I have shown it does not pay, and that you cannot win at it."

He said that he went to the Regent Palace Hotel, and had a whiskey and soda in the lounge. He got into conversation with a man who asked him to go up to his pal (meaning Mr. O'Halloran) and try and sell him a parchment.

"I went upstairs," he continued, "and Mr. O'Halloran invited me in to settle the matter. He is a very excitable man, and I could see he was a younger man than I, and I am a cripple. I was afraid of him and bolted."

Guerin said he now recognized that he made a mistake in going upstairs.

Guerin's Past.

"Is my past to be brought up against me for ever?" he asked.

Mr. Mead pointed out that no one knew anything about his past.

Guerin—"Oh, yes," they did. They said, "There's Eddie."

Detective Sergeant Owen said that Guerin escaped from Devil's Island in 1901. On August 19, 1897, he was sentenced to three months at the Mansion House for being found on enclosed premises for an unlawful purpose. In May, 1899, he was sentenced at Lyons to ten years' penal servitude for larceny from an office, and he received a life sentence in Paris in 1901 for office breaking, and was sent to Devil's Island. In 1918 he received sentences of 21 and three months consecutive for attempted theft and assault, while at Edinburgh in 1924 he was sentenced to six months for attempted theft.

The parchment referred to was a copy of the warrant for the execution of Charles I.

which had two words inserted in it. The matter was essentially one for the consideration of the magistrates, and in these circumstances the rule would be discharged with costs.

SOVIETS AND THEIR CONTRACTS.

ORDERS, CREDITS—AND PROPAGANDA.

While it is true that a few of the leading machinery and textile companies in this country have some contracts in hand for Russia—such contracts, indeed, have seldom been lacking over a period of years—inquiry serves to show that the statements which have been made in some quarters that these now contracts run into several millions sterling, lack foundation.

Nor is confirmation forthcoming either in banking or business circles of the payment for these orders having been made specially easy by extended credits sanctioned on banking guarantees extending over a considerable period of years.

Unconfirmed.

We fail to learn of any special credits having been arranged other than those connected with the credit of the firms receiving the orders, and where credits would be granted, within limits, on the standing of the firms themselves. Excessive inquiries fail, however, to secure any kind of confirmation of new contracts with credit guarantees running up to any very large amounts.

In the case of Soviet orders placed in Germany, it is understood that credits over a long period are being given to the extent of quite 50 per cent. of the value of the orders, but that, of course, is a matter which concerns Germany. Any British banking credits which may have been extended from time to time to Soviet Russia have been based either upon gold or upon banked security.

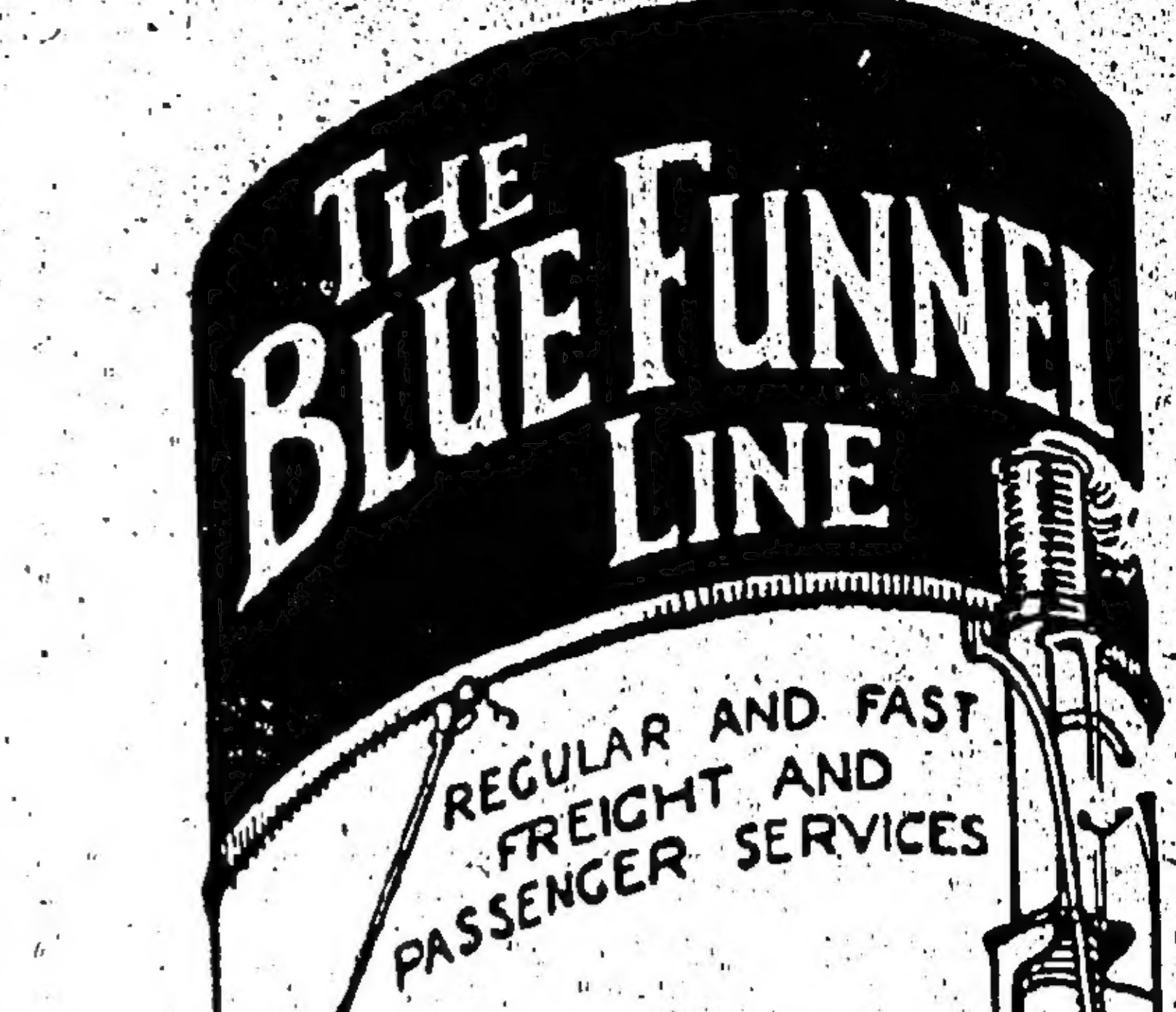
It seems desirable that the actual facts with regard to the extent of Soviet orders in this country should be appreciated, because it is evident that exaggeration of the amounts involved in recent contracts is being accompanied by a propaganda in favour of a renewal of diplomatic relations with the Soviet Government.

That question is, of course, one which is concerned with politics rather than with finance, but if the propaganda is to be supported by an appeal to the pocket in the shape of assertions that the extent of Soviet orders here is such as to warrant a reconsideration of diplomatic relations, it would be well that more definite evidence of the extent of the orders and credits granted should be furnished.

Moreover, if only for the guidance of the ordinary trader, it seems particularly desirable that the alleged readiness of the granting of extended credits on bankers' guarantees should be verified by the banks themselves. Excepting in the case of quite moderate contracts, where the standing of the firm is sufficient in itself to command all reasonable credit resources, we have failed to discover any such verification.

The annual report of the National Museum of Wales states that the authorities have received a set of silver coins minted in Aberystwyth Castle during the reign of Charles I. On one side of the coins are the plumes of the Prince of Wales.

Ten people were injured, three seriously, when 40 persons fell into a cellar, owing to the floor collapsing, at an auction sale at the North Cheshire Brewery, Macclesfield.



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| TO OSAKA via AMOI, MOJI & KOBE | Yuenang Fooksang | Sun. 24th June at 7 a.m. Fri. 6th July at 7 a.m. |
| TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE | Hosang | Fri. 13th July at 7 a.m. |
| TO OSAKA via AMOI, MOJI & KOBE | Kutsang | Fri. 20th July at 7 a.m. |
| TO CANTON | Hopsang | Tues. 26th June at 8 a.m. |
| TO STRAITS & CALCUTTA | Namesang Kumsang | Satur. 23rd June at 3 p.m. Tues. 3rd July at 3 p.m. |
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ON SUNDAY, 24th JUNE.

HONGKONG TO MACAO | MACAO TO HONGKONG

9.00 a.m. "SUI AN" | 3.30 p.m. "SUI AN"

RETURN SALOON PASSAGE FARE: \$5.00.

DODWELL-CASTLE LINE.

FOR BOSTON & NEW YORK

& ATLANTIC PORTS, U.S.A.

T.M.V. "GREYSTOKE CASTLE"

sailing on the

29TH JUNE, 1928.

For Freight and Particulars, Apply to—

DODWELL & CO., LTD.

Agents.

CAPT. BELL SMITH.

LEFT FOR HOME TO-DAY.

There was a large attendance of river steamboat officers on board the Ranputra this morning, when Captain Bell Smith of the Hongkong, Canton and Macao Steamboat Company sailed for home on retirement.

As outlined at the recent official farewell on board s.s. Kinshan, Captain Bell Smith has been 23 years with the Company. He first went to sea at the tender age of 10 years and spent a long time in sail under the Brocklebank houseflag. Thereafter he travelled the world under many flags including the Prince, Khedival and Egyptian Mail, but his great regret is that having visited all other countries, he has never yet touched Australia or New Zealand.

He passed for master in 1898, but was not given command until considerably later. Meanwhile he had joined the Steamboat Company as second officer of the s.s. Sal Nam, in which ship he remained three years; later appointments were to the Kinshan as Chief Officer, the Roman, in which ship he remained 14 years; back to the Kinshan in command; to the Lungshan and Talshan at varying times and for varying periods, during which he had been appointed master, dating from 1907.

Captain Bell Smith's service with the Steamboat Company has been without untoward incident. As a master, he has been extremely capable and has gained many friends and the appreciation of his employers. At 55 years of age, he may well look forward to a long spell of comfort, well earned, and the good wishes of the seafaring community will follow him and Mrs. Bell Smith among the Yorkshire dales, where the shipmaster intends to settle.

PASSENGERS.

ARRIVED.

Per. P. and O. s.s. Ranputra from Shanghai and Japan—Mr. B. Walla, Mr. T. Hooper, Mrs. Jordan, Miss E. B. Callan, Mrs. A. L. Cowlishaw, Miss P. M. Cowlishaw, Miss M. L. Cowlishaw, Mr. R. P. Whitam, P. Comdr. and Mrs. Burtenshaw, Miss E. de Glanville, Mr. W. G. Wedderspoon, Mr. B. Girdharinial, Mr. N. B. Ramchandani, Mr. and Mrs. McKenzie, Miss E. McLennan, Miss E. Scruton, Rev. and Mrs. Clark, Miss K. Clark, Miss Jacquet, Mrs. H. Ennor, Pte. H. Huxley, Mr. J. McCarthy, Mr. W. Reid, Mrs. L. Compeyrom, Mr. and Mrs. Nash, Lt. Com. H. Barclay, Mrs. I. Gladstone, Mr. W. Kretschman, Mr. M. Caris, Mr. S. H. Tau, Mr. S. P. Lin, Mr. T. C. Lin, A. Seman Harwood, Petty Offr. Morrison, Miss R. Creighton, Mrs. Murphy, Mrs. and Miss Nisam, Mrs. and Miss Hsu, Miss G. Heu, Mrs. King, Mr. and Mrs. MacCabe, Mr. D. B. Mehra, Mr. D. S. Engineer, Miss K. Cooper, Mr. J. B. Kemp, Capt. G. Lindley, Mrs. C. Jorge, Mr. J. E. Gray, Mr. F. Kulka, Mr. R. C. Atkinson, Mr. L. Knudsen, Mr. and Mrs. Ferris, Miss P. Duncan, Mr. and Mrs. Scott, Mr. R. M. Bryson, Lt. Col. Scarlett, Mr. and Mrs. Davy, Lt. Col. H. Ennor, Pte. H. Cairns, Lt. Cpl. Freeman, Pte. W. J. Alfred, Mr. and Mrs. Wells, Mrs. C. Taylor, Miss D. Hoffman, Miss M. Marson, Mr. P. E. Jennison, Mr. N. Richardson, Mr. and Mrs. Rybaltovsky, Mrs. Mole, Mr. Evans, Master J. R. Evans, Master W. Evans, Serjt. Mai King, Miss A. Tranter, Mrs. and child Gray, Mrs. Payne, Mr. G. R. Harrison, and Miss N. Clayton.

Coal output from the mines of Great Britain for the week ended May 12 was 4,685,400 tons, compared with 4,871,200 tons for the previous week, and wage-earners numbered 934,000 compared with 934,700.

CONSIGNEES' NOTICE.

HOLLAND-OOST AZIE LIJN.

(HOLLAND-EAST ASIATIC LINE.)

From AMSTERDAM ROTTERDAM HAMBURG BREMEN and GENOA. The Steamship,

"OOSTERK",

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the China Provident Loan and Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 30th June, 1928, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 29th June, 1928, at 10 a.m. by Messrs. Goddard and Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 22nd June, 1928.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"ANGERS"

Bringing Cargo from MARSEILLES, &c. also cargo from BORDEAUX, &c. ex s.s. "ROLLON".

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before Thursday, the 28th June, 1928, or they will not be recognized.

Damaged packages will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Monday, the 25th June, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 19th June, 1928.

SEIZURE AT SEA.

BRITISH TEST CASE FOR UNITED STATES.

New York, May 24. The British Government, it is reported from Washington, is tired of the endless controversies on territorial limits and legal jurisdiction since Prohibition came into force. These matters, all hinging on the "bootlegging" trade, are filling the archives of the British Foreign Office and the United States Department of State.

The question is being asked whether even successful seizures of "rum runners" is worth the trouble caused to other nations. The British Government, it is believed, intends to make a test case of the Isle of June, the British ship which was fired on by the coastguard ship Cassin off the Florida coast on March 7 last.

Much correspondence has passed between the two Governments on this one incident, and there are other cases which still remain unsettled.

Mr. Kellogg, United States Secretary of State, in reply to the first British Note regarding the Isle of June, said that the steamer

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' ANTWERP, LONDON and STRAITS.

The Steamship,

"BENVRAKIE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 11th July or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 20th June, 1928.

A. & M. LINE.

From U. S. A.

The Steamship,

"CITY OF BEDFORD"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 27th June 1928 will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 4th July 1928 or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

THE BANK LINE LIMITED, General Agents.

Hongkong, 20th June, 1928.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship,

"MIN"

Bringing Cargo from DUNKIRK, ANTWERP, ROTTERDAM, LONDON, &c.

also cargo from HAVRE and LA PALICE ex s.s. "LIEUT. DE LA TOUR".

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Tuesday, the 26th June, 1928, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Saturday, the 23rd June, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 17th June, 1928.

had long been suspected of smuggling liquor. He denied that the ship was molested on the high seas. A new British Note will ask for more definite information on these points.

It is reported that the owners of the Isle of June will seek redress in court for the £100 fine levied on their ship.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

| S. S. | Tons | From Hongkong (about) | Destination |
|-------------|--------|-----------------------|---|
| MIRZAPUR | 6,715 | 26th June. | Straits & Bombay |
| NOVARA | 6,989 | 30th June. | Marseilles, London, A'werp, Hull, Rotterdam & Hamburg |
| *KHYBER | 9,114 | 7th July. | M'les, L'don, A'werp & Hull |
| *RAWALPINDI | 16,619 | 21st July. | Bombay, Marseilles & London |
| *NANKIN | 7,058 | 28th July. | Marseilles, London, A'werp, Rotterdam & Hamburg |

*Cargo only. *Calls Casa Blanca.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Fyres, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

| | | | |
|---------|--------|------------|---------------------------|
| TILAWA | 10,006 | 27th June. | S'pore, Penang & Calcutta |
| TAKADA | 8,949 | 3rd July. | S'pore, Penang & Calcutta |
| TALAMBA | 8,018 | 10th July. | S'pore, Penang & Calcutta |

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|-------------|-------|------------|--|
| *ST. ALBANS | 4,500 | 29th June. | Manila, Sandakan, Thup, Island, Townsville, B'hane |
| *ARAFURA | 6,000 | 3rd Aug. | Sydney and Melbourne |
| *TANDA | 6,356 | 31st Aug. | Sydney and Melbourne |

*Calls at Port Holland & Omits Sandakan.

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hio, Ochi, Kulambagan, Tawau, Timor, Darwin, or other ports en route as indicated on bills.

Frequent connections from Australia with the following:

The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|----------|-------|-----------|-------------------------|
| INELLORE | 6,853 | 3rd July. | S'hai, Moji, Kobe & Yok |
| KASHMIR | 8,985 | 6th July. | S'hai, Moji, Kobe & Yok |

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be

received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co.,

P. & O. Bldg., Connaught Rd., C.

Agents.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

4120, 4112, 4110 4102 683 via SAN FRANCISCO

G\$440 G\$420 via JAPAN & SEATTLE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Korea Maru (Calls Keelung) ... Tuesday, 26th June.

Shinyo Maru ... Tuesday, 10th July.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Haruna Maru ... Saturday, 30th June.

Kamo Maru ... Saturday, 14th July.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... Wednesday, 25th July.

BOMBAY via Singapore, Penang & Colombo.

Genos Maru ... Wednesday, 27th June.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles Mexico & Panama

Ginyo Maru ... Thursday, 12th July.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kamakura Maru ... Tuesday, 17th July.

NEW YORK and/or BOSTON via PANAMA.

Takaoka Maru ... Wednesday, 4th July.

LIVERPOOL via Port Said, Genoa & Marseilles.

Durban Maru ... Tuesday, 10th July.

CALCUTTA via Singapore, Penang & Rangoon.

Rangoon Maru ... Saturday, 30th June.

NAGASAKI, KOBE & YOKOHAMA.

SHANGHAI, KOBE & YOKOHAMA.

Bingo Maru ... Saturday, 23rd June.

Seiyo Maru (Moji Direct) ... Tuesday, 26th June.

Atsuta Maru ... Tuesday, 26th June.

Matsuyo Maru ... Tuesday, 26th June.

*Cargo only.

Subject to alteration without notice.

For further information apply to— NIPPON YUSEN KAISHA.

Tel. Central Nos.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.

Tea Dances:

Monday, Wednesday and Friday, from 5 to 7 p.m.

Hotel launch meets all steamers.

(\$25 for thirty Tiffin Tickets can be had at the Office of the above

Hotel.)

Tel. Add: "Victoria."

Telephone C. 378

J. H. WITCHELL,

Manager.

HOTELS OF

DISTINCTION



METROPOLE SAVOY BOA VISTA

KOWLOON HOTEL

KOWLOON.

SPECIAL SUMMER RATES.
Dally from \$ 5.00
Monthly from \$125.00

Under the Personal Supervision and Attention of

Mr. & Mrs. H. J. WHITE.

Phone Nos.

K. 608 & K. 609.

Cables "KOWLOTEL"

Hongkong.

PALACE HOTEL

Tel. Kowloon No. 8 Tel. Address "PALACE"
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Bathrooms, under English Management. Electric Light and Fan throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-rooms.
Unrivalled Cuisine under the personal supervision of the proprietors.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

THE HOTEL RIVIERA

MACAO

Cable Address:—"RIVIERA, MACAO"

EMBODYING THE
LUXURIES OF MODERN HOTEL
CONSTRUCTION

THE FINAL EXPRESSION
OF COMFORT AND
SERVICE

Printed and Published for the Proprietors by ALFRED MORLEY,
at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

THE JERVIS BAY
STOWAWAYS.IMPRISONED ONCE FOR
SAME CRIME.OFF ONE LINER INTO NEXT
FOR ENGLAND?

TROUBLE NOW OVER.

Melbourne, June 22.
Captain Beighton, master of the
Commonwealth Line steamer
"Largs Bay" interviewed on
arrival here, mentioned that the
"Largs Bay" had brought back to
Australia a few days ago, seven
men from Colombo, where they had
been imprisoned for a month as
stowaways from Australia.

The "Largs Bay" arrived at
Freemantle on May 14th, at the
same time as the s.s. Jervis Bay,
which departed for England two
days later.

It is thought that the stowaways
on the s.s. Jervis Bay are these
same men. Captain Beighton said
they are young English emigrants
who apparently had not made
good in Australia.—*Reuter.*

Cruiser Suffolk to Assist.

London, June 22.
The Admiralty announces that
the Enterprise last night received
the following message from the
Jervis Bay: "Situation well in
hand. Constant guard."

The cruiser Suffolk, which is on
her way to China and is now be-
tween Aden and Colombo, has been
ordered to increase her speed and
overtake and assist the Jervis
Bay.—*Reuter.*

Unions Deny Report.

Sydney, June 22.
Union officials unequivocally
deny that the Jervis Bay affair is
associated with reprisals against
the sale of the Commonwealth
liners.

The Union officials in Mel-
bourne are unanimous that
the crew of the Jervis Bay
would not participate in a mutiny.
They add that the only dispute was
in regard to the method of re-
patriating the crew when the liner
was handed over to its new owners,
and this was settled before de-
parture.—*Reuter.*

Enquiry in Parliament.

London, June 22.
Inquiries as to the situation
aboard the Jervis Bay were made
in the House of Commons when
Lt. Col. C. Morley Headlam, Par-
liamentary Secretary to the Ad-
miralty, said that the trouble was
caused by stowaways. No in-
formation had been received at the
Admiralty that the Captain's con-
trol had been interrupted at any
time. He was unable at the pre-
sent time to explain why, in these
circumstances, an appeal was
made for the assistance of the war-
ship Enterprise. Wireless
communication at present is only
available at night time. He as-
sured the House that the Ad-
miralty were taking all possible
steps.—*Reuter.*

"Jock" Garden Committed.

Sydney, June 22.
"Jock" Garden has been com-
mitted for trial which will take
place on July 2.—*Reuter.*

PASSPORT RULES.

POINTS ON VALIDITY MADE
CLEAR.

It is notified in the Gazette that
Regulation 2 of the Passports
Regulations has been repealed,
and the following substituted
therefor:

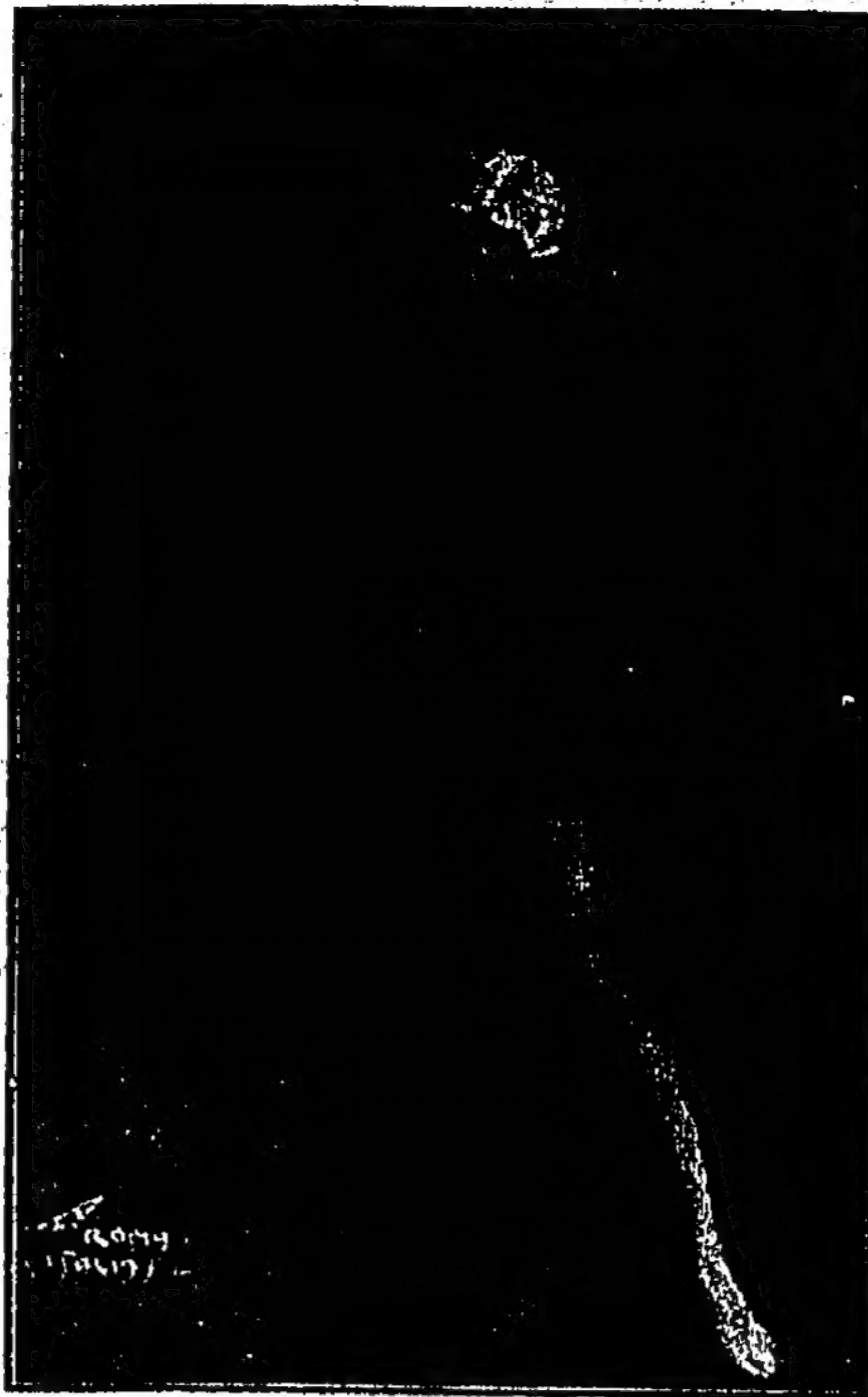
No passport shall be deemed to
be valid if an indication appears
thereon that it is not valid for
Hongkong, nor unless—

(1) It was issued or renewed to
the holder, by or on behalf of the
Government of the state of which
he is a subject or citizen, not more
than five years before his arrival
in the Colony; and

(2) It has a photograph of the
person to whom it relates so affixed
as to obviate the possibility of
its removal and the substitution
of another photograph; and

(3) In the case of a person who
is neither a British subject nor a
subject of a state which has con-
cluded with Great Britain an
agreement, which applies to this
Colony, for the mutual abolition
of visas, it bears a visa, by a
British consular officer in a
foreign state or by a duly
authorised public officer in some
part of His Majesty's dominions,
which was granted not more than
one year before the arrival of such
person in the Colony, and which is
not, by or in consequence of its
terms, inapplicable to the journey
on which the holder is engaged or
which he has completed by his
arrival in the Colony.

COMING TO THE QUEEN'S.



Youthful Cherie Valentine, who, together with her
clever partner, Miss Tomasita Birdwell, will appear
nightly at the 9.20 p.m. performances at the Queen's
Theatre for one week commencing to-morrow.

BETTER TIENSIN
OUTLOOK.INTERNATIONAL MILITARY
POSTS WITHDRAWN.

MINE AREA DISTURBED

Naval wireless messages dated
yesterday state that the situation
in Tientsin is now quiet. The in-
ternational military posts have all
been withdrawn with the exception
of the one at the East Railway
station.

The railway line to Lutai is
now clear, but that sector between
Lutai and Kuyeh, and, in fact, the
whole of the mining zone, is
occupied by disorganised units of
the Chihli-Shantung forces.

Entrenching has made progress
in the district of Kuyeh. The
troops have been in the district for
about a week and are now showing
signs of leaving.

There have been minor cases of
mutiny and brigandage at the
mines, in consequence of disturbed
conditions.

It now appears that the Fenian
forces have withdrawn beyond the
Lai River.

General Chang Hui-hsiang, son
of the late Marshal Chang Tso-lin,
officially assumed command as
from yesterday.

A report from Nanking states
that Marshal Feng Yu-hsiang is
effecting the return of General
Pao's troops and arms to the
North.

WHAT HIGH TARIFFS
MEAN.BRITISH BANK CHAIRMAN'S
VIEWS.

RESTRICTING TRADE.

London, June 22.
Mr. F. C. Goodenough, Chairman
of Barclay's Bank, speaking to-day,
said there was evidence of an in-
crease in the world's purchasing
power upon which commercial
prosperity largely depended.

He regretted that tariff barriers
showed such slight signs of reduc-
tion. Such barriers continued to
exercise a restrictive influence upon
international trade and to force up
internal prices and costs of living,
whereas the increasing demands of
civilisation tend to reduce the
ability of each country to be self-
supporting and to increase there-
fore the importance of interna-
tional trade.

The removal of tariff barriers
and the liberation of world markets
would constitute a great step
forward towards a more general trade
recovery than had yet taken place.
—*British Wireless.*

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—

1. A hauch of royal warden from Windsor.
2. America's giant alfalfa City of Glendale
is to be driven by steam turbine. 3. Ten
and fourteen, calculated by the pause be-
tween the beats. 4. The one on that side of
it towards the points of the nails are
feeder. 5. 2117,158,828. 6. The word "Pal"
signified "all" in the ancient Aryan and
Dravidian languages. 7. 5,372 times. 8. The
Denshuik pyramid in the Sudan, because it
was the headquarters of the witch-doctor.
9. Experiments are being made in the labora-
tory at Bellingham to produce synthetic milk
from cream. 10. Denshuik, whence tele-
grams have to be telephoned to Luton. 11.
That of the City Corporation at Ilford. 12.
The discovery of a skeleton, the skull of which
shows high intellectual capacity.

TILDEN & HUNTER
IN TWO FINALS.EX-HONGKONG PLAYER IN
FINE FIGHT.

AMERICANS EXTENDED

London, June 22.
W. T. Tilden and F. T. Hunter,
the American tennis stars, reached
the final of the Men's Singles
in the London Lawn Tennis Cham-
pionships at Queen's Club.

Tilden met Coen, the sixteen-
year-old American Davis Cup
player in the semi-final and de-
feated him in straight sets, 6-2,
6-2.

F. T. Hunter was drawn against
Hopman, whom he defeated by
6-4, 7-5.

The first big surprise of the
tournament was provided in the
fourth round of the Men's Doubles,
Tilden and Hunter (U.S.A.) de-
feated Cochet and Lacoste
(France) comfortably by 6-1, 6-4.

The Australian players Craw-
ford and Hopman in the semi-
final of the Doubles defeated the
Britishers, Leighton Crawford and
Helmere 6-1, 6-1, while C. Scroope
and O'Callaghan, the Irish Davis
Cup players, put up a great fight
against Tilden and Hunter to lose
by two sets to one. O'Callaghan
and his partner took the first set
at 6-4, but lost the next two, the
final scores being 4-6, 6-3, 6-4,
in favour of the Americans.

At Eastbourne, where a British
team is meeting an American
team on Davis Cup lines, Gr.
Lott and Hennessey defeated God-
free and Collins 8-10, 6-1, 3-6, 7-5,
7-5.—*Reuter.*

(Presumably, O'Callaghan is the
former Hongkong player, who
won the singles championship of
the Colony a few years ago. He
was a Davis Cup man before
coming here.)

THE DAVIS CUP.

ENGLAND WIN ONE OF THE
MATCHES.

London, June 22.
The two remaining games in the
semi-final of the Davis Cup were
played at Felixstowe to-day, Brit-
ain winning one and Italy the
other, Italy thus winning by four
matches to one.

H. K. Higgs (Britain) beat
Stefani (Italy) 6-1, 3-6, 6-3, 6-7,
6-2.

Do Morigio (Italy) beat J. C.
Gregory (Britain) 6-0, 6-1, 6-2.—*Reuter.*

MORE RAIN.

The weather forecast issued by
the Royal Observatory this morn-
ing for the period up to noon to-
morrow is:—S.E. winds, moderate;
overcast; rain.

A bust of Earl Roberts has
been presented by Sir Charles
Wakefield to the City Corporation
and placed in the Mansion House.

There was a coincidence at the
recent Cardiff Steeplechase meet-
ing when two horses, named
"Dark" and "Light," ran dead-
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